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THREE STAR
BRANDY
\$28.00 PER CASE.
Sole Agents—
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12, Queen's Road.

Hongkong Daily Press.

ESTABLISHED 1857.

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RUM
\$9.50 PER DOZEN.
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12, Queen's Road Central.

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[a1365]

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SPECIAL BLEND WHISKY
Blend
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Distillations of the
Finest Scotch Whiskies
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Direct Importers of Wine, Beer and Spirit
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Distillers. Price List on application.
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[a44] Nos. 22 & 24, Bank Buildings, Queen's Rd.
GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.
Casks of 375 lbs. net \$5.00 per Cask ex Factory
Brgs. of 250 lbs. net \$3.20 per bag ex Factory
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st September, 1904. [a2866]

THE ROYAL BAR-LOCK TYPEWRITER
COMPANY, LIMITED.
(Typewriter Makers to H.M. the King and
H.R.H. the Prince of Wales).

THE only TYPEWRITER having all the
Writing always in Sight.
Simplicity is the key-note of the
BAR-LOCK.

J. C. DOS REMEDIOS & CO.,
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HONGKONG AND SOUTH CHINA.
Hongkong, 18th January, 1905. [a275]

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MANUFACTURERS AND DEALERS IN
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UNDERWEAR,
EMBROIDERIES, LACES, SILKS, PONGEES,
GLASS LINEN, SHAWLS, HANDKERCHIEFS,
BLANKETS, TRUNKS,
LEON FURNITURE AND FANCY GOODS,
No. 82, QUEEN'S ROAD CENTRAL.
Any Order Promptly Attended To
Hongkong, 12th January, 1905. [a22]

AUTOMATIC MAUSER
PISTOLS.
CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS in 2 SECONDS.
SIEMSEN & CO.
Hongkong, 3rd October, 1904. [a32]

CARLTON HOUSE
HOTELS,
No. 8 & 10, ICE HOUSE ROAD.

THESE premises, formerly known as the
Club Entrance and the Waverley Hotel,
have been thoroughly renovated and furnished
in excellent style as Private Family Hotels.
Cool Rooms, Comfort of Residents, and the
Cuisine a specialty.
Apply to—
THE MANAGER.
Hongkong, 7th October, 1904. [a49]

ROOMS TO LET.
SUITABLE FOR
OFFICES, CLUB, OR BACHELORS' QUARTERS,
CENTRAL POSITION, OVER WATKINS' BUILDINGS
(NEXT TO POST OFFICE).
APPLY TO—
WATKINS LIMITED,
CHEMISTS AND PERFUMERS,
WATKINS BUILDING, HONGKONG.
Telephone 344. [a38]

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BREWED BY THE OSAKA BEER BREWING
COMPANY, LIMITED,
OSAKA, JAPAN.
SOLE AGENTS FOR HONGKONG—
CALDBECK, MACGREGOR & CO.
15, Queen's Road,
Hongkong, 3rd February, 1905. [a37]

CUTLER, PALMER & CO.
ESTABLISHED IN LONDON IN 1815.
SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the undersigned—

SUPERB OLD COGNAC,
\$23.50 PER DOZ.
Distinguished by Four Stars on the label.
ANOTHER FINE COGNAC, \$18.50 per doz.
Less old than the above.
IMPERIAL BRANDY
\$12.00 PER CASE.
THE ELITE OF WHISKY—
THE "PALL MAIL."
\$21 PER DOZ.
11 Years old; the finest quality shipped.
Each bottle bears an Analyst's certificate.
C. P. & Co.'s OWN SPECIAL
BLEND WHISKY,
\$11.00 PER DOZ.
Very soft, palatable, and mature
EVERYBODY SHOULD TRY THESE ITEMS THEY ARE UNEQUALLED AT THE PRICE
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THE
LAHMEYER ELECTRICAL CO., LD.,
LONDON,
AND
ELECTRIZITAETS ACTIEN GESELLSCHAFT FORM.
W. LAHMEYER & CO., FRANKFURT A/M.
FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION
Apply to—
SIEMSEN & CO., SOLE AGENTS FOR CHINA. [a54]

PHOTO SUPPLIES
DEVELOPING
AND PRINTING
GOOD WORK,
PROMPT
RETURN.
UNDERTAKEN.
UP-TO-DATE DARK ROOM
FITTED WITH ELECTRIC LIGHT AND FAN
AT THE DISPOSAL OF AMATEURS
LONG HING & CO.,
PHOTO GOODS STORE,
17A, QUEEN'S ROAD CENTRAL.
(Same Premises as Messrs. Ah Chee). [a59]

LONG HING & CO.,
PHOTO GOODS STORE,
17A, QUEEN'S ROAD CENTRAL.
(Same Premises as Messrs. Ah Chee). [a59]

LANE, CRAWFORD & CO.
NOW SHOWING
NEW STYLES IN GENTLEMEN'S
RAIN COATS.
UMBRELLAS. FELT HATS.
DRESSING GOWNS.
TRAVELLING RUGS.
LANE, CRAWFORD & CO.
Hongkong, 2nd February, 1905. [a6]

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COALS.
MITSUI BUSSAN KAISHA
(MITSUI & CO.)
HEAD OFFICE—1, SHUWA-CHO, TOKYO.
LONDON BRANCH—24, MARK STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, 105, HOUSE STREET.
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Telegraphic Address: "MITSUI" (A.B.C. and A 1 Code)
CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State
Railways, Principal Railway Companies and Industrial Works; Home and Foreign Mail
and Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Hokoku, Hondo, Kanada, Fujinokami, Mameda, Hannoura, Onoura Otsu,
Sasahara Teitakuro, Yoshimoto, Yoshio, Yonokubo, and other Coal
S. MINAMI, Manager, Hongkong.
117

A. TACK & CO.,
26, DES VŒUX ROAD CENTRAL, HONGKONG.
FURNITURE, SUNDRIES & PHOTOGRAPHIC GOODS
OF EVERY DESCRIPTION.
EASTMAN'S KODAKS & FILMS.
"PRINUS" CAMERAS & ACCESSORIES.
ILLUSTRATED PLATES & PAPERS.
"PRINUS" DEVELOPERS & CHEMICALS.
PRINTING & DEVELOPING UNDERTAKEN. [a46]

NOTICE.
THE HONGKONG AND CHINA
GAS CO., LD., beg to notify the
Public that the PRICE OF GAS will be
REDUCED from \$3.50 to \$3.00 per 1,000
Cubic Feet as from the 1st February, 1905.
GEORGE CURRY,
Local Secretary.
Hongkong, 1st February, 1905. [a57]

HONGKONG ELECTRIC
TRAMWAYS.
TIME TABLE.
January, 1905, and until further notice.
KENNEDY TOWN TO CAUSEWAY BAY. (Daily).
Kennedy Town to Causeway Bay ... 7.30 A.M.
and every 5 minutes until ... 11.00 P.M.
Causeway Bay to Kennedy Town ... 6.50 A.M.
and every 5 minutes until ... 10.30 P.M.
KENNEDY TOWN TO RACE COURSE. (Daily).
Kennedy Town to Race Course ... 7.30 A.M.
and every 10 minutes until ... 6.00 P.M.
Race Course to Kennedy Town ... 6.56 A.M.
and every 10 minutes until ... 6.40 P.M.
CAUSEWAY BAY TO SHAUKIWAN. (Daily).
Causeway Bay to Shaukiwan ... 7 A.M.
and every 18 minutes until ... 10.18 P.M.
Shaukiwan to Causeway Bay ... 7.26 A.M.
and every 18 minutes until ... 10.54 P.M.
WORKMEN'S CARS. (Daily Except Sundays).
Quarry Bay to No. 2 Police Station ... 6.55 A.M.
No. 2 Police Station to Quarry Bay ... 6 P.M.
Kennedy Town to Central Market ... 6.55 A.M.
Central Market to Kennedy Town ... 6 P.M.
Special tickets for School Children may be
obtained on application to the General Manager.
Price 100 Tickets \$5.
Special Cars may be arranged for on application
to the General Manager.
Special Race Course cars leave the Hong-
kong Hotel (daily except Sundays) at 6.15,
and 6.30 A.M. returning from the Race Course
at 6.35, and 8.30 A.M. respectively.
J. GRAY SCOTT,
General Manager.
Hongkong, 20th January, 1905. [a29]

JUST ESTABLISHED.
(Telephone No. 467).
WING SUN & CO.,
No. 54, QUEEN'S ROAD CENTRAL
(Premises Formerly Occupied by Messrs.
C. J. Gaupp & Co.)
HIGH-CLASS TAILORS & OUTFITTERS,
SHIRT & BREECHES MAKERS.
Fit, Quality, Workmanship Guaranteed.
Prices Very Moderate.
Now Showing—New lot of Tweed Suits,
Trousers, and Fancy Vestings.
Also Smart Jacketwear, Stylish Boots and
Shoes, and Fashionable Hats and Caps in
Highest Grade.
Inspection Invited.
Hongkong, 5th August, 1904. [1912]

THE OLDEST BOARDING
ESTABLISHMENT in Hongkong.
Owner retiring.
Apply to—
19105, Care of Daily Press Office.
Hongkong, 20th January, 1905. [a27]

DAVID CORSAE & SON'S
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULING
ARNHOLD, KARBURG & CO.
Sole Agents.
[a25]

HOTELS.
HONGKONG HOTEL
FIRST-CLASS AND UP-TO-DATE.
Lining accommodation for 300 persons.
131 Bedrooms.
Elegantly Furnished Reception Rooms.
Private Bar and Billiard Rooms for Hotel
residents.
Hydraulic Lifts to each Floor.
Electric Lighting and Fans.
Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Cloak Rooms.
Matron in attendance.
CHARGES MODERATE, AND NO EXTRAS.
A. F. DAVIES,
Acting Manager.
[a47]

THE
PEAK HOTEL.
Admirably Situated, Sheltered from the
North-East Monsoon and Open to the South-
West Monsoon.
A COVERED GANGWAY LEADS
FROM THE TRAMWAY TERMINUS
INTO THE HOTEL.
Telephone No. 26.
Town Office: 7, DUNDRELL STREET. [a314]

KING EDWARD HOTEL.
A HIGH CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the—
MANAGER.
Hongkong, 10th June, 1903. [a306]

CONNAUGHT HOTEL.
A FIRST CLASS HOTEL Situated near
the Banks and Principal Offices.
Excellent Cuisine and Wines.
Large and lofty Rooms, elegantly furnished.
Hydraulic Elevator, hot and cold water
throughout.
Special Rates for Tourists.
Laundry Service for Guests.
For Terms, apply to the
MANAGER.
Hongkong, 31st October, 1902. [a48]

MACAO
AND
CANTON
HOTELS.
A LITTLE CHANGE.

THE Round Trip from HONGKONG
to MACAO, thence to CANTON and back to
Hongkong, will be found interesting and
enjoyable
WM. FARMER,
Proprietor.
[a2781]

"BOA VISTA"
(HOTEL-SANTARIUM OF SOUTH
CHINA)
MACAO
HAS been re-opened under European
management and most strict supervision,
with food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong
One steamer (s.s. Heungshan), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
centres.
Cable Address—"BOAVISTA."
For Terms, apply to
THE MANAGER.
[a241]

THE AMERICAN SYSTEM
OF
DENTISTRY
DR. M. H. CHAUN.
37, DES VŒUX ROAD CENTRAL, HONGKONG
From the University of Pennsylvania, U.S.A.
Hongkong, 3rd June, 1904. [12161]

THE HOLLYWOOD ROAD
HOLOCAUST.

CHARGES OF MURDER AND ARSON.

The hearing of the case in which Chan Chung and Tan Hap were charged with murder and arson in connection with the fire at No. 108 Hollywood Road, wherein several persons were burnt to death, was continued before Mr. H. H. J. Gompertz at the Police Court yesterday. Mr. F. J. Buley, Captain Superintendent of Police, prosecuted, and Mr. Harshon (of Messrs. Denny and Bowley's office) represented the Meiji Fire Insurance Company. Prisoners were not defended.

In P. C. Chief Detective, declared: On the morning of the 12th ult. at 2.15 a.m. I was in a chair going from West to East. Just as I reached No. 170 Hollywood Road, I heard someone calling out "Fire." He called out two or three times. I then saw a man standing outside the door of No. 108. I looked in and saw that all was in darkness. I caught a hold of the man who shouted "Fire." The man I saw was burnt up inside No. 108. The man I seized was the first defendant. I afterwards saw the second defendant running out of No. 108. I also caught hold of him. I then shouted out "Fire" and afterwards said to the defendants, "This is your doing." The first defendant said: "The master order me to do it." I smelt a strong smell of kerosene in the premises. I asked the prisoners where the master had gone. One of them replied, "He has gone to Canton." After the fire caught, it was only about one minute before it spread all over the ground floor.

William Sydney Bissell, sworn, submitted a plan showing the positions of floors, etc., in houses Nos. 108, Hollywood Road, and 99, Square Street.

Kwok Yik San declared: On the early morning of the 12th January I was going along Hollywood Road. I heard someone behind me cry out "Fire." I walked back in the direction of the cry, when I saw in Po arrest two men. I looked in No. 108 and saw a little fire. I heard the detective say "This is your work." I then warned them and said "You are unlucky; you will get twenty years at least." I stayed there three or four minutes, and when I left the fire was burning strongly.

Li Yee Sui, P.C. No. 375, said the second defendant ran out of the house fully dressed.

Wong Pak Mo said: I lived at No. 108 Hollywood Road, second floor, with my wife and two children. On the night of the 11th January we were sleeping there. I was awakened in the early morning, and on going out to the verandah saw flames coming from the ground floor. I shouted "Fire," and rushing in again caught up my son, and went up to the third floor. I there laid down my son and looked for a way of escape, but could not find one. My uncle and cousin, who were on the verandah with me, pulled down the partition and we escaped into the house on the eastern side, and out by Square Street. After I got to the third floor, I was unable, owing to the fierceness of the fire, to return to the second to try to save my wife and daughters. Later in the morning I informed the Police that my wife was missing, and went with Inspector Gourlay to the scene of the fire, where I identified the bodies of my wife and daughters.

CANTON.

[FROM OUR CORRESPONDENT.]

1st February, 1905.

A GOOD STORY.

Just about the end of the year, creditors expect their debtors to settle all accounts, so as to be in "square" in the new year. When the debtors will not, or cannot pay, the creditors, in order to enforce the quicker settlement of their accounts, will sometimes go themselves or send their poor relatives to the debtor's house to sleep and eat until the debt is paid. Here is the story of how one debtor defeated the plan of his creditors. A man named Chan, who keeps a shop in Ho Pui Street, said his debtors Chow and others at the mandarin yamen for a debt of a few thousand dollars. Palm oil reached the mandarin Chan, and the plaintiff not only lost his case, but had to pay the defendant \$1,500. He went home infuriated, determined not to pay. What did the defendant do? They hired and sent about a dozen women, old and young, to his shop to eat and sleep there, of course at the expense of the plaintiff, and to make as much noise as they could. After standing this for a day or two the plaintiff quietly hired six or seven lopers to stay in his shop. The women cleared off then.

LOST HIS HEAD.

A native by name Wong Ngah Chew for falsely pretending to be a Japanese and a Roman Catholic, thereby committing fraud, interfering in matters of law, and complaining against the mandarins, was arrested in Sam Sai, tried before the Nam Hoi Magistrate, and sentenced to capital punishment. A few days ago he was tied hand and foot, and carried to the execution ground and decapitated.

CHINESE JUSTICE.

A woman, Li Mak She, of middle age, short and thick, has undergone the most cruel and barbarous punishment of flogging, by being tied to a cross and out into slices, for having killed her husband and mother-in-law by rat poison.

A PANDA.

Canton is experiencing severe cold just now. It is snowing, and mendicants are dying of cold and hunger. On account of the rumor that a number of tians in Hongkong are on the brink of insolvency, commercial credit here has been considerably shaken. Indeed, the merchants were in something like a panic, until a few leading merchants came up from Hongkong and assured them that they would be responsible in necessary cases.

CORRESPONDENCE.

A DUSTBIN PROBLEM.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—I shall be glad if you will allow me a small space in your valuable paper to reproduce the enclosed cutting from Lloyd's News, which is interesting to your readers and to the community at large.

An important case relating to the collection of house refuse came before the Tottenham magistrates at Sunbury. The Teddington Urban District Council recently decided to have a daily collection of dust, and circularised householders requesting them to place their dustbins in front of their houses. Mr. George Biddell, of The Elmhurst, Uxney-park-road, Teddington, refused to comply with this notice, maintaining that it was the duty of the council to take the refuse from the back of his premises. The council denied their responsibility, and consequently were summoned by Mr. Biddell for failing to fulfil their obligations under section 42 of the Public Health Act, 1875. The council's representative contended that the effect of the notice was to place the refuse in front of the householder's door, and that the council must go to the back and fetch it. Yours, &c.

A RATEPAYER.

THE SEAMEN'S HOME.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 2nd February.

SIR,—Your correspondent "Expert" is entirely wrong in his conclusions. Without wishing to enter into any controversy on the subject, I, being best qualified to know, will state the real facts.

The \$10 deposit is simply a guarantee to the Seamen's Home, as it is responsible for the man's keep for six months, not one month as stated. If the man reshops before his deposit is exhausted, and he generally does, the balance, after the cost of his board and lodging has been deducted, is refunded. Sailors are charged at the rate of \$1.15 per day and officers at the rate of \$1.50. It might also be added that in the event of a seaman becoming sick, the Home guarantees his hospital expenses.

Without making any boast as to the fare provided, "Expert" will confer a favour if he will take the trouble to visit the Home. I shall be only too pleased to show him round, and let him see what value discharged seafarers get for their money. From his total ignorance of the subject, I am convinced that he has never been within the walls of the Home, and his letter is only worthy of a reply on account of the interest that is centred on the subject at this time, and because of the erroneous ideas it might give rise to.—Yours sincerely,

A. A. H. MILROY,
Superintendent, Seamen's Home.THE RELIEF OF DESTITUTE
SEAMEN.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—I have failed to find any justification in the letter written by His Excellency the Governor for the statement in "Expert's" letter that the charge for board and lodging at the Seamen's Home is \$60 a month. His Excellency puts the charge at \$1.15 per day, and when "Expert" adds to his list the cost of lighting, fuel for cooking, servants, the salary of the superintendent and the rental of the building (or interest on capital invested if no "house rent" is paid), his figures prove to me that \$35.55 is not an extortionate charge for the accommodation, but an extremely moderate one. The demand for a deposit of \$60 when a man enters the institution suggests to my mind that the authorities calculate that when a man gets stranded here he will be very fortunate if he finds another berth within a couple of months. That I take to be the sobriety of experience. His Excellency apparently is under the impression that the average stay at the Home is from 10 to 20 days.

UBIQUE.

CHOPSTICK FEAST IN LONDON.

Ching Ling Foo, the Chinese magician, considers that he has won a moral victory. He challenged his rival, Chung Ling So, who was now appearing at the Hippodrome, to a test of skill, and the rival declined the combat. In order to celebrate his moral victory, Ching Ling Foo invited a few friends to the Hotel Providence to a quiet dinner.

"Chopsticks provided" was the intimation on the invitation card.

The dinner was thoroughly Chinese, with the exception of the wine. There were fourteen dishes, each about three inches in diameter, and their mysterious contents were of various favours—such as these of chicken, shrimps, and nuts.

The manipulation of the chopsticks caused much distress to the European visitors, even after they had been instructed how to use them. The Chinese guest smiled indulgently, and picked up tiny grains of rice to show how easily it could be done.

A curious point of Chinese etiquette was that Ching Ling Foo did not appear until the end of the feast. Mrs. Ching, her brother, and pretty little Chee Toy, her daughter, sat at the table, and directed the nimble Chinese waiters. Ching Ling Foo was in the kitchen, superintending the cooking, which was all done by himself and his Chinese servants. To prepare the dinner with his own hands is the greatest compliment a Chinaman can offer his guests.

Mrs. Ching sipped a few cups of tea, but the customs of her country forbade her to eat before her guests.

When the dinner was finished Ching Ling Foo appeared, wished his guests "Chin chin," and drank a cup of tea in their honour. He afterwards made a few plates and wine bottles vanish, and did more magic with five tiny red balls than most conjurers could do with a stageful of paraphernalia.

Little Chee Toy ended a lively evening by singing "Because I love you" in English with frequent lapses into her native tongue.

SUPREME COURT.

Thursday, 2nd February.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. T. SERCOMBE
SMITH (PUIENSI JUDGE).

LAU WAN KUT V. TSUI KWAI.

Hearing resumed in this section, in which the plaintiff claimed \$210 damages, and \$17.70 costs, the damages being value of the deficiency of certain goods which the defendant undertook to carry from Chan Tsun to Hongkong. Mr. R. A. Harding appeared for the plaintiff, and Mr. R. F. C. Master (of Messrs. Johnson, Stokes, and Master) for the defendant.

The plaintiff having closed his case, witnesses were called for the defence. The junk master said:—I did not know the plaintiff's cargo was rice; we are not allowed to carry rice out of China. On the 10th ult., when we got as far as Capatsumun, some rice leaked out. There was a strong wind which made the junk heel over and the cargo shifted. Lo Sz, a man in my employ, received and delivered general cargo. Rice is not included in general cargo, and Lo had no authority to receive rice. He knew that such rice was breaking the law. If I had known that rice was on board before I left, Chan Tsun I should have refused to carry it. As the freight for turpentine is six pence per picul, the freight for five thousand catties would be about \$15.3. During the bad weather at Capatsumun two jars fell overboard, and several ounces escaped from other jars. Lo saw the cargo on shore at Hongkong.

By the Court—I was on board during the unloading.

Witness continuing—Lo received the freight. By the Court—It went into my pocket afterwards.

Witness continuing—The purchase price of rice is a little over \$1.2 per picul. I was never told that some of those jars were broken, nor that some of the rice was missing. There was not room for all the jars in the hold.

By the Court—About fifty of the hundred jars were stowed on deck and the remainder in the hold. Those on deck were covered with matting.

Witness continuing—The jars could not have been tampered with on my junk. I do not know whether or not they were broken, as they were in baskets.

Cross-examined—I generally ask Lo about the cargo, and did question him about these hundred baskets. He said they were turpentine, but did not show me the manifest then, and I did not ask him for it. The freight is always the same.

Mr. Harding—When did you first know that the freight was going to be \$75?

Witness—When we got to Capatsumun and the rice fell out. I said to Lo that he was cheating me. I had to deliver these goods at Hongkong. I did not speak to the man who came to take delivery. Someone came off on the 12th and spoke to my supercargo and I overheard the conversation. The stranger said we could not ask for so much freight, and the other replied, "We have broken the law." On the 10th ult. at Capatsumun I told Lo to write \$70 on the envelope.

His Honour—There has been ratification. In adjourning the case His Honour, addressing the plaintiff, who is a Canton resident, said:—Will you have recovered from the China New Year by Tuesday morning?

The plaintiff nodded his head.

CHAN CHIK HE TONG V. LI KOK V AND TWO OTHERS.

This claim was for \$1,000. Mr. Almeida Castro, appearing for the plaintiff, said:—The defendants were partners, and the debt was incurred before the partnership was dissolved. The second and third defendants admitted the debt. In reply to His Honour asking the first defendant if he also admitted it, the man replied:—I do not know; I have gone into bankruptcy now and have no money.

His Honour—Judgment and costs against the second and third defendants. The proceedings against the first defendant stayed.

SAYCE V. NOMEVA.

Mr. D. V. Stevenson (of Messrs. Deacon, Looker and Deacon) again appeared for the plaintiff, and Mr. Almeida Castro for the defendant. The plaintiff sought to recover eight cases of dates, valued at \$100, handed by him to the defendant for sale, or their value. The defendant returned the dates, but the plaintiff said that now they were not in a saleable condition and therefore he would not receive them. In the witness-box the plaintiff said:—I had eight cases of dates for five months, and then, in June 1904, gave them to the defendant to sell. The dates (sample produced) are now spoiled. Here (produced) are samples of good dates. There are now only seven and a half cases of dates.

Cross-examined—The good dates are of a different brand to the bad ones. I have had the good dates two months. I cannot say that my shop is damp.

The defendant—In June 1904 the plaintiff gave me eight boxes of dates to send to Japan. I did not examine the contents of the cases. It was a friendly agreement, I receiving no commission. No time was fixed within which the dates were to be sold. On the 1st September I left for Japan, having first seen Mr. Sayce.

I said to him I was going to Japan, would try my best to sell them. Sayce asked for security. I was not able to sell the dates. I arrived back at Hongkong on the 30th December, and Sayce saw me on the 4th January. He said he would take legal proceedings. The dates arrived back at Hongkong on the 17th December, before me. Half a case must have been used as samples, and therefore only seven and a half cases arrived back at Hongkong.

Cross-examined—My consignee in Japan said it was very hard to sell the goods.

Mr. Stevenson—Why did you not tell him to send them back to Hongkong?

His Honour—Why did you not send them to Port Arthur? (Laughter).

Witness—I told him to send them back in October. I told all my friends in Japan that they were good dates, but they did not want them. I saw samples of the dates in Japan; they looked spoiled. The consignee told me the dates were spoiled and the card-board boxes were stained. I did not get the bill of lading for them but my return to Hongkong till about the 20th January.

His Honour—The question arises as to whether the defendant wanted to deliver these goods, and of course if he has done so he is liable for damage to them. Before handing them to the defendant the plaintiff already had them in the Colony for five months during the worst months in the year. Originally these dates were handed to the defendant to be sold without commission quite friendly—and there is no evidence that any time was fixed in which the defendant had to either sell or return them. When the defendant was going to Japan the plaintiff demanded security. The defendant refused, and I do not see why he should have done otherwise. On arriving at Japan he found the dates musty, and not in a good condition. I think I may presume that if these dates were saleable the Japanese, who have a sweet tooth like others, would have bought them. If they were not marketable in October, November or December would be as reasonable, the one as the other, for returning them. Judgment for the defendant and costs.

FIRE IN QUEEN'S ROAD CENTRAL.

About 6.30 p.m. yesterday fire broke out on the second floor of a three-story house, kept by Cheng Yik (son of the Nam Loong firm, in Queen's Road Central). The flames spread rapidly till the whole upper part of the building was blazing. Fire Brigade operations were carried out under the orders of Chief Inspector Baker, a number of bluejackets lending a hand. A large crowd of Europeans backed by a throng of Chinese watched the conflagration. Inspector Dymond was in charge of police regulating the traffic. The roof over the block of three houses, Nos. 86, 97 and 99, crashed in. The fire was well under control at about a quarter to eight. The upper floors were completely gutted, while the ground and first floors were damaged by water. The premises were insured in L'Urbaine Insurance Company for \$35,000, in the Tung Tui Insurance Company for \$10,000 and in the Imperial Insurance Company for \$10,000.

FOOTBALL.

R. F. V. F.C.A.

Played at Happy Valley yesterday afternoon. This match ended in a win for the R.F.V. The A-club kicked off and at once commenced to press, but Henwood cleared in good style. The Engineers then took up the running in the left wing. Beay scored the first goal with a fast oblique shot. One of the Artillery was hurt and had to leave the field for a little. The change of ends saw some pretty passing among the R.F.V. forwards. Both defences were good. A clever piece of play between Ogilvie and Hampson finished with the latter centering finely. Henley shot a goal.

Result—R.F.V. 2; R.F.C.A. 0.

Y.M.C.A. (CHINESE DEPARTMENT) V. MOSLEM.

This match was played at Causeway Bay yesterday afternoon.

Result—Y.M.C.A. 3; Moslems, 1.

CRICKET.

SWATOW V. HONGKONG.

Messrs. T. C. Gray and A. O. Brown are going to Swatow to-day instead of Messrs. W. Ross and P. W. Goldring.

ROWLAND C.C. V. R.E.

The following players have been selected to play for the Rowland C.C. against the R.E. in the League match at Happy Valley, at 2.30 p.m. to-morrow (Saturday):—S. Lightfoot, J. Parkes, J. Clelland, E. R. Herton, Dr. J. H. Swan, J. Robinson, H. L. Garrett, Lieut. F. C. Burd, Lieut. W. F. Lamson, Lieut. W. B. Duncan, Lieut. G. H. Dobbin, and P. Moss.

SOLDIERS' CLUB CHALLENGE SHIELD.

The final in the Soldiers' Club Challenge Shield (Cricket) was played at Happy Valley yesterday afternoon. The match, R.E. Staff and Department v. the R.W.K. Regiment, ended in a win for the Engineers by eleven runs.

BOWLS.

The drawing of the Hongkong Civil Service C.C. Monthly Bowls Competition, the first round to be finished on or before the 15th inst., is as follows:—Meyer v. Coyle, Higby v. Raven, Parkinson v. E. Hudson, W. H. E. Smith v. Hill, Gourlay v. M. Taylor, Wittell v. Frith, J. Smith v. Blowey, Howell v. Brett, Andrews v. Carter, Duncan v. Woolley, Craig v. Pitt, Donoghue v. Brand, Cooper v. Weaver, Reidie v. Cotton, Fenton a bye.

WEATHER REPORT.

On the 2nd at 11.55 a.m. The barometer has fallen throughout Japan and has risen at all other stations. A marked anticyclone lies over the whole of N. China and gradients are very steep upon the east coast, and more moderate upon the south coast. Very strong NE monsoon will be experienced in the Formosa Channel and to the northward of it and moderate to fresh NE winds in the northern part of the China Sea.

Forecast—Moderate N. to N.E. winds, overcast, fair.

KODAK

FILMS

& ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

LONG HING & CO.

PHOTO GOODS STORE,

17, QUEEN'S ROAD

(SAME PREMISES AS MESSRS. AH CHEE).

Hongkong, 27th December, 1904.

THE TRANS-SIBERIAN RAILWAY.

The *Kriegstechnische Zeitschrift* publishes an article on the Trans-Siberian Railway. The best portion of the line is that which passes through Manchuria, to the improvement of which \$2,000,000 was devoted in 1896, and since the opening of the Khingan tunnel of two and a half miles in length, in 1903, military trains of 41 wagons each have been able to run on this portion of the line all the year round. West of Lake Baikal the largest number of wagons to a military train has been 24, while in European Russia the number varies from 20 to 40. At the beginning of the war the great distance, as much as 20 miles, between the stations west of Baikal, kept the number of trains running daily very low, but the subsequent building of 68 new stations enabled that number to be increased to 13 daily in June last. The worst-constructed section of the line is that which passes through the hilly country directly east of Baikal. The addition of 11 new stations since the beginning of the war, and the construction of a third line at 12 stations, already existing, enabled the daily number of trains on this section to be increased to nine, of which six were military and three for the railway service. It is probable that some improvements carried out last summer have increased the daily number of trains on this section yet more. In Manchuria the gradients never exceed 1 in 66, and the curves have never a radius of less than a quarter of a mile. The bridges, however, are frequent and form altogether slightly under one per cent. of the permanent way. There are 14 bridges over an eighth of a mile long, and those over the Sungari at Kharbin are over half a mile in length. The more important bridges are of metal on stone piers. The line in Manchuria is guarded by 85 companies of conscripts, 55 companies of infantry, and six batteries, in all 25,000 men, and their patrol extends to nearly 40 miles on each side of the railway. The distance from the western boundary of Manchuria to Mukden is 925 miles.

It is calculated that if the military trains travelled at the rate of 12 miles an hour as far as Lake Baikal, and at the rate of nine and a half miles an hour beyond, the time taken from Moscow to Mukden, including four days' stoppage, would be 24 days. As a matter of fact, the time actually taken has usually been about 31 days, and in some cases as much as 10 days longer. There are 21 halting-places between Moscow and Baikal, 15 having been built during the war. One of them, between Irkutsk and Baikal, has been specially accommodated for 4,000 men. At some other places the barracks accommodation is for 500 men only. From Baikal to Mukden the halting-places are organized to feed as many as 8,000 men per day including, therefore, those who are merely passing through.

RATS, LOTTERY TICKETS, AND
EAR-CAPS.

The *Daily Graphic* has been amusingly misled by "Reuter's Tokyo correspondent" in the article reproduced below. The ear-cap story was an impudent hoax perpetrated by a waggish schoolmaster well known in Tokyo. As for the lottery tickets (an addition presumably made by Reuter's correspondent), we may add that lotteries are strictly forbidden by Japanese law. The foresight of the Japanese military authorities has become proverbial. We know (writes Reuter's Tokyo correspondent) that every detail of the campaign has been carefully planned and thought out, yet we are continually called upon to marvel at fresh revelations. Even the Japanese themselves, however, were astonished when, as the time came to forward the winter outfit for the armies in Manchuria, the commissariat produced hundreds of thousands of fur ear-protectors. Where could these things have come from? No one had ever heard of their being made.

It seems that two years ago plague was raging along the China coast. The Japanese quarantine authority decided that strenuous efforts must be made to keep the dread disease out of the country. They determined to start a crusade against rats. In all the seaports and larger cities bounties were offered for each rat brought in. The small boys found this a great source of revenue, and the competition at once became very keen. For each rat the hunters were given a few sen and a lottery ticket. The money he might spend, but the ticket he saved, and at the end of the month there was a drawing, with prizes varying from ten to a hundred yen. Thus rat-catching became a popular amusement, and the boards of health all over the country were kept busy examining the daily bag. Each animal was duly registered and the place in which it was caught noted. It was then examined, and, if any suspicious germs were discovered, the animal was immediately killed, the rats in it were hunted down and the place was disinfected.

In this manner the plague kept out of Japan. The small boys amused themselves and made money, and no one stopped to think of what had become of the skins of these millions of rats that had been worrying the boards of health. They had not long thrown away. The military authorities had used them to make ear-protectors. The war cloud was threatening even then, and the Manchurian winters are cold. The rats skins are a blessing to the soldiers in the field. They are a canny people, the Japanese, not given to waste nor indifferent to frozen rats.

LATEST STEAMER MOVEMENTS.

The I.G.M. steamer *Seydlitz*, which left here on the 4th Jan., arrived at Genoa on Tuesday, the 31st Jan.

The C.P.R. steamer *Empress of China* arrived at Vancouver at 7 a.m. on Wednesday, the 1st inst.

The silk or C.P.R. steamer *Athenian* arrived in New York on the 1st inst.

The steamer *Germanicus* left Moji for this port on the 1st inst.

The O.S.S. & C.M. steamer *Keemun* left Tacoma (Wash.) for U.K. via Japan, Shanghai and Hongkong on the 28th ult.

The A.A. steamer *Das Issa* left Foochow yesterday morning, and is due here on Sunday morning.

The P. & A. steamer *Argonia* left Portland (Or.) on the 30th ult., and is due here on the 3rd prox.



TELEPHONE No. 135.

IND COOPE'S ALE

PER CASE OF 8 DOZEN PINTS... \$16.00

BASS' LIGHT GRAVITY

PER CASE PINTS... \$18.00

BASS' BOAR'S HEAD

PER CASE PINTS... \$26.00

IND COOPE'S STOUT

PER CASE PINTS... \$19.50

GUINNESS' STOUT

PER CASE PINTS... \$24.00

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL.

ROBINSON
PIANO Co. LD.

PIANOS ON HIRE

FROM \$12 PER MONTH.

THE LATEST MODEL

TALKING
MACHINES
AND RECORDS.

NEW MODEL

OWN MAKE

UPRIGHT

IRON GRANDS.

PIANO PLAYERS.

\$300 UPWARDS.

20% OFF MUSIC

ORDERS OF \$5.

Hongkong, 2nd February, 1905.

DR. NEWELL WILSON,
DENTIST.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 5 P.M.

1st FLOOR, WATKINS' BUILDINGS

31, Queen's Road Central.

Hongkong, 19th October, 1904.

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to the Editor, and should be accompanied by the necessary cash. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: Press. Codes: A.B.C., 5th Ed. Lieber's.

P.O. Box 33, Telephone No 12.

NEW ADVERTISEMENTS

FIRE INSURANCE ASSOCIATION OF HONGKONG.

NOTICE IS HEREBY GIVEN THAT FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business TO-MORROW (SATURDAY) and MONDAY, the 4th and 5th inst., respectively.

By Order,
A. R. LOWE,
Secretary.

Hongkong, 2nd February, 1905. [376]

WANTED.

IMMEDIATELY, A FURNISHED BED-ROOM, with Board, for a Young Man. Apply to—
Care of Daily Press Office.
Hongkong, 3rd February, 1905. [374]

NOTICE.

A. S. WATSON & CO., LIMITED.

CHINESE NEW YEAR HOLIDAYS.

ABRATED WATER MANUFACTORY will be closed on SATURDAY, 4th February, and open on MONDAY, 5th February, 10 a.m. to 1 p.m.

The following hours of business will be observed in ALL OTHER DEPARTMENTS. SATURDAY, 4th February, 10 a.m. to 1 p.m. MONDAY, 5th February, 10 a.m. to 1 p.m.

A. S. WATSON & CO., LIMITED.
ESTABLISHED 1841.

Hongkong, 3rd February, 1905. [375]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Imperial German Mail Steamship

"SACHSEN."

OF THE NORDDEUTSCHER LLOYD.

Captain H. Feyen, will leave for the above places TO-MORROW, the 4th inst., at 3.30 a.m.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

Agents,
HONGKONG, 2nd February, 1905. [5]

NOTICE TO CONSIGNEES.

THE Steamship

"SACHSEN."

OF THE NORDDEUTSCHER LLOYD.

having arrived, Consignees of Goods are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 2 p.m. This AFTERNOON, the 2nd inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Thursday, the 9th inst., at 9.30 a.m.

All Claims must reach us before the 11th inst., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, BREMEN.

MELCHERS & CO., Agents.

Hongkong, 2nd February, 1905. [5]

FROM BREMEN, HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SANBI."

Captain Luning, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY, the 2nd inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 2nd February, 1905. [372]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"RHEINLAND."

Captain Bohrens, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY, the 2nd inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 2nd February, 1905. [373]

NEW ADVERTISEMENTS

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PENTAKOTA,"

having arrived from the above Ports, Consignees of Cargo, by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge, or remaining on board after 4 p.m., on FRIDAY, the 3rd inst., will be landed at Consignees' risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, 2nd February, 1905. [373]

OCEAN STEAMSHIP COMPANY, LIMITED.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamship

"PAK LING."

are hereby notified that the Cargo, in being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 3rd inst.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 a.m., on the 8th inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 8th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 1st inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st February, 1905. [910]

ENTERTAINMENTS

AN

ORGAN RECITAL

will be given by

Mr. A. G. WADE

at

ST. JOHN'S CATHEDRAL,

on

TUESDAY,

the 7th February, at 5.15 p.m.

Vocalist:—

Mrs. A. G. GORDON.

A Collection will be made in aid of the Organ Fund.

Hongkong, 2nd February, 1905. [369]

THEATRE ROYAL.

FRIEDENTHAL

FRIEDENTHAL!!

FRIEDENTHAL!!!

THE WORLD-RENOUNDED PIANIST,

HERR ALBERT

FRIEDENTHAL

FRIEDENTHAL!!

on his Tour Round the World,

WILL GIVE

TWO CONCERTS,

on the 10th and 13th FEBRUARY.

Plans at the ROBINSON PIANO

LD.

Hongkong, 2nd February, 1905. [370]

INSURANCES

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1903, £16,898,650.

I. AUTHORIZED CAPITAL.....£3,000,000

SUBSCRIBED CAPITAL.....2,750,000

PAID-UP CAPITAL.....687,500 0 0

II. FINE FUNDS.....3,956,961 12 3

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 18th June, 1904. [1888]

THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON.

INCORPORATED A.D. 1851.

MARINE BRANCH.

THE Undersigned having been appointed AGENTS for the above are prepared to accept risks at current rates.

ALEX. ROSS & CO.

Hongkong 23rd April, 1904 [32]

UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against FIRE at current rates.

SIEMSEN & CO.

Hongkong, 1st January, 1904. [31]

AACHEN AND MUNICH FIRE INSURANCE CO.

OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.

Hongkong, 21st April, 1897 [118]

PUBLIC COMPANIES

HUMPHREYS' ESTATE AND FINANCE COMPANY, LIMITED.

THE NINETEENTH ORDINARY ANNUAL GENERAL MEETING OF SHAREHOLDERS of the above Company will be held at the REGISTERED OFFICES of the Company, Alexandra Buildings, Des Vaux Road, on FRIDAY, 10th FEBRUARY, 1905, at No. 2, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from 1st-11th February, 1905, both days inclusive.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 25th January, 1905. [318]

HONGKONG ICE COMPANY, LIMITED.

THE TWENTY-FOURTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the OFFICES of the General Managers, Pedder's Street, at 12.30 p.m. on MONDAY, 13th February, to receive a Statement of the Company's Accounts to 31st December, 1904, and the Report of the General Managers.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 13th February, both days inclusive.

JARDINE, MATHESON & CO., General Managers.

Hongkong, 30th January, 1905. [342]

THE HONGKONG, CANTON & MACAO STEAMSHIP COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-SEVENTH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the OFFICE of the Company, No. 18, Bank Buildings, Queen's Road Central, on TUESDAY, the 14th February, at 12 o'clock Noon, for the purpose of receiving a report of the Directors, together with a statement of accounts, declaring a Dividend, confirming the appointment of a Director, and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 31st January to the 14th February, both days inclusive.

By Order of the Board of Directors,
T. E. WOLD, Secretary.

Hongkong, 24th January, 1905. [304]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN THAT the ORDINARY HALF-YEARLY MEETING OF THE SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 18th day of February, 1905, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1904.

By Order of the Court of Directors,
J. R. M. SMITH, Chief Manager.

Hongkong, 31st January, 1905. [350]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN THAT the Register of Shares of the Corporation will be CLOSED from SATURDAY, the 4th, to the 18th day of February, 1905 (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,
J. R. M. SMITH, Chief Manager.

Hongkong, 31st January, 1905. [350]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held in the OFFICES of the COMPANY, Queen's Buildings, New Praya, on MONDAY, the 20th February, 1905, at 12 o'clock Noon, for the purpose of receiving the report of the Directors and the Statement of Accounts to the 31st December, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 20th February, both days inclusive.

By Order of the Board of Directors,
THOS. J. ROSE, Secretary.

Hongkong, 26th January, 1905. [319]

HUMPHREYS' ESTATE AND FINANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN THAT all Shares in respect of which the Final Call of \$7.50 per Share has not been paid will, unless the same together with Interest accrued and amount thereon be paid at the REGISTERED OFFICES of the Company, Alexandra Buildings, Des Vaux Road Central, Victoria, Hongkong, on or before the 28th February, 1905, be liable to be forfeited.

Dated the 30th January, 1905.

JOHN D. HUMPHREYS & SON, General Managers.

HONGKONG, 11th January, 1905. [110]

HUMPHREYS' ESTATE AND FINANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that on and after this date Interest at the rate of 8% per annum will be charged upon all Calls in respect of Shares not Fully Paid Up from the day appointed for Payment of such Calls, namely 31st January, 1905.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 11th January, 1905. [110]

THE SWATOW GRASS CLOTH SILK and DRAWN THREAD WORK DEPARTMENT.

Wholesale and retail quotations, particulars and samples, will be sent free on application to the above depot.

Swatow, 9th June, 1904. [216]

QUAN WAI & CO.

GRANITE AND MARBLE MERCHANTS, EXPORTERS AND CONTRACTORS.

Sole Agents of

QUAN TAI & CO., Lime Manufacturers

All descriptions of

GRANITE AND MARBLE FOR EXPORT.

Dealers in

GRANITE AND MARBLE MONUMENTS

Prices & Estimates on Application.

No. 1, QUEEN'S ROAD EAST.

Hongkong, 17th January, 1905. [252]

INTIMATIONS

CHINESE NEW YEAR HOLIDAYS.

IN Accordance with Government Notifications Nos. 42 and 43 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business TO-MORROW (SATURDAY) and MONDAY, 4th and 5th February, 1905.

Hongkong, 1st February, 1905. [356]

A. S. WATSON & CO., LIMITED.

ESTABLISHED 1841.

ABRATED WATER MANUFACTURERS.

NOTICE.

WE Beg to Notify Customers that from 1st January, 1905, Separate Accounts will be rendered for ABRATED WATER.

An inclusive charge will be made for Waters and Bottles, and full credit will be allowed for supplies when returned.

Orders for ABRATED Waters should be addressed to

A. S. WATSON & CO., LIMITED.

ABRATED Water Manufactory,

Des Vaux Road Central.

PRICE LIST:

\$1.20 per dozen will be allowed for ABRATED Water Bottles when returned in good condition.

Per Doz.

Soda Water in Bombay Bottles.....\$1.70

Potash Seltzer and B.P. Soda.....1.80

Lemonade.....1.90

Tonic Water.....1.80

Lithia Water.....1.95

Ginger Ale.....1.95

Lemon Squash.....1.95

Raspberry.....1.95

Stone Ginger Beer.....1.95

Hongkong, 28th December, 1904. [108]

THE VICTORIA DISPENSARY.

NOTICE.

WE Beg to Notify Customers that from 1st January, 1905, Separate Accounts will be rendered for ABRATED WATER.

An inclusive charge will be made for Waters and Bottles, and full credit will be allowed for supplies when returned.

Orders for ABRATED Waters should be addressed to

THE VICTORIA DISPENSARY,

PRICE LIST.

\$1.20 per dozen will be allowed for ABRATED Water Bottles when returned in good condition.

MESSRS. GEO. G. SANDEMAN, SONS & CO., LTD.

PORTS AND SHERRIES.

IN ORDER to keep up with the Competition existing, through which the prices of these Wines have been lately reduced by as much as \$3.00 and \$10.00 per case, WE SHALL IN FUTURE GRANT A DISCOUNT OF

10 PER CENT. ON ALL

MESSRS. GEO. G. SANDEMAN, SONS & CO., LTD.

PORTS AND SHERRIES

Listed by us.

GREGOR & CO.

WINE MERCHANTS,

34, QUEEN'S ROAD.

TO LET

"HATHERLEIGH."

A DETACHED RESIDENCE with Tennis Court on Conduit Road. Apply to—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD. Hongkong, 26th January, 1905. [31]

TO LET.

NO. 1, RIFON TERRACE.

A HOUSE in WONG-NEI-CHONG ROAD, facing Race-course. FLATS in MORETON TERRACE, facing Polo Ground. OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER). GODOWNS; PRAYA EAST. Apply to—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD. Hongkong, 29th June, 1904. [81]

TO LET.

GODOWN No. 3, New Praya, Kennedy Town. Apply to—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD. Hongkong, 22nd November, 1904. [83]

TO LET.

NOS. 19 & 21, SEYMOUR ROAD.

Nos. 74, CAINE ROAD. GODOWNS Nos. 34, 36, 38, Praya East. Possession from 1st January, 1905. Apply to—COMPTON'S DEPARTMENT, Nippon Yusen Kaisha. Hongkong, 1st December, 1904. [84]

TO LET.

3RD FLOOR, suitable for Office. Apply to—WING CHEONG, 35, Queen's Road Central. Hongkong, 3rd June, 1904. [91]

TO LET.

EYRE Unfurnished. Newly repaired. Painted and Coloured. No. 7, BELLIOS TERRACE, 1st Row, No. 21, 3rd Row, No. 11 & 14, 2nd Row BUNGALOW (Furnished), at New Territory, Kowloon, 4 Rooms, low rental. "KELLET CREST" (Furnished), Peak, for 24 months from 15th April to 30th June, 1905.

BISHOP'S LODGE NORTH, Peak, 7 to 12 furnished, from 1st March to 30th April, 1905. 2ND FLOOR in Central position, containing Four Large Rooms, Bathroom and Lavatory, A.C. with use of Electric Lift. Well suited for Offices. Apply to—LIVESTAD & DAVIS, 3rd Floor, Alexandra Buildings. Hongkong, 20th January, 1905. [100]

TO LET.

THREE FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals. Apply to—HUMPHREYS' ESTATE & FINANCE CO., LD. Hongkong, 21st June, 1904. [97]

TO LET.

FURNISHED ROOM in Knutsford Terrace, Kowloon, with or without Board, in private family. Suitable for two Bachelors or Married Couple. Apply to—C. Care of Daily Press Office. Hongkong, 31st January, 1905. [120]

TO LET.

NO. 1, STEWART TERRACE, the Peak. Apply to—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD. Hongkong, 28th March, 1904. [8]

TO LET.

OFFICES in York Buildings, facing New Post Office and Hongkong Hotel. Apply to—HENRY HUMPHREYS, Alexandra Buildings. Hongkong, 7th January, 1905. [18]

TO LET.

SINGLE or DOUBLE-FLOORED GODOWN, also LAND To Let on Lease or for Sale, in Wanchai Road. Apply to—THE ROBINSON PIANO CO., LD., 13, Queen's Road Central. Hongkong, 20th January, 1905. [272]

A SHANGHAI STORY FROM PORT ARTHUR.

The Shanghai story says: A young lady, who arrived here by the S.S. *Australian*, tells the following pathetic tale of sufferings.—Since the siege of Port Arthur began there has been nothing but misery amongst the majority of the population although everybody tried to drive away care and worry by attending concerts, plays, etc., not knowing what was in store for them in the last three months. No flour (staple food) could be had except by the richest, who could afford it; the poorer folks had to subsist on horseflesh and sweet potatoes, with occasional biscuits from the ships in harbour. This made life really hard to bear, besides all the time to be in hiding and shelter of some kind to escape the shells and bullets which were flying through the air without intermission almost day and night. For instance, the house we occupied in the old town was riddled with bullets, all our window panes were smashed and we had no glass to replace them. We had to patch them up with paper and old clothes to keep out the cold, as fuel was scarce and we had burned most of our furniture with the exception of a table and a couple of chairs which were actually needed. The bedstead of course was iron and we could not use that for lighting purposes. The scenes amongst us were most heartrending; poor, frail women like myself considered ourselves a burden on our husbands and brothers, although there were some that were a great help to the men during the siege. Every day we were expecting to be relieved, but relief never came. Our illusion was dispelled when the news went round that we were to surrender! No doubt our superiors were in the right, at least we women thought so, thinking only of the relief that we would feel when liberated from the present situation! The day came when the Japanese marched in. What a terrible sight! I do not know being prohibited with my sufferings, but oh! the agony when the Japanese came and smashed our houses, as I believe the other houses and contents were treated the same as my own! Before my weary eyes all my clothing etc. were ruthlessly thrown about before my eyes. I did not understand that looting was permissible as I was told afterwards. Still the only thought that came into my head was that we were to be free from all the agonizing sufferings. Our rejoicings were short-lived, as we were kept in Port Arthur for seven days after the surrender; food was served out very sparingly and we were no better off than during the siege, only we could live more safely, as no shooting took place and we had no fear of stray bullets. On the seventh day we were allowed to leave for Dalny and the journey had to be taken in native carts! The misery of it! Cold, hungry and in agony of being molested and ill-treated. In Dalny we were put on a steamer, the name of which I cannot remember, being too dazed and not taking any interest in anything. Reaching Nagasaki, we were landed on the quarantine station, remaining there for five hours without food or drink (I was one of the last party to land); what the others suffered I cannot tell. After the five hours' detention we were put on board of the French mail steamer *Australien*, where our suffering did not cease altogether, for we were crammed, having over 600 men, women and children all huddled up somehow; but at last we arrived safely at Woonung, and found our joinings of friends on the morning of the 17th January. Half of our complement on board are to stay here until the arrival of the next mail steamer, either German or French, the other half is proceeding on the voyage home as far as Port Said, to be transhipped there for Odessa. In my joy of being released from misery, I quite forgot to mention an additional suffering caused by not being able to get good water for the Japanese cost of our supply. Thank God we are free once more and on our way home and a fresh start in life.—We fear that embroidery is one of this lady's accomplishments.

THE COST OF THE WAR.

M. Dru, of the *Echo de Paris*, gives some interesting particulars of the cost of the war to Russia derived from a financial official in St. Petersburg whom he ingeniously describes as "one of the business managers" of the Russian Empire. According to this authority the total cost of the war up to November 23, which has been fully paid by the Treasury, was 476,000,000 roubles (£47,600,000). It was composed of 323,000,000 roubles (£32,300,000) spent by the War Office, 82,000,000 roubles (£8,200,000) by the Admiralty, and 71,000,000 roubles (£7,100,000) by other departments. On the other hand, the grants voted by the State Duma to cover the expenses of the war to cover the expenditure of the campaign from November 23 to February 14 next amount to 252,000,000 roubles (£25,200,000), divided as follows:—War Office, 166,000,000 roubles (£16,600,000); Admiralty, 62,000,000 roubles (£6,200,000); other departments, 24,000,000 roubles (£2,400,000). Thus in the 12 months ending February 14, 1905, the war will have cost 728,000,000 roubles (£72,800,000). This authority considers that the estimates of the special committee for the expenses of the campaign from November to February 14 next is greatly exaggerated, and that the amount ought to suffice at least up to the end of that month. Of the sums applicable to the requirements of the war derived from the French loan, the retrenchments made in the Budget for the present year, and the funds at the disposal of the Treasury a total of 298,000,000 roubles (£29,800,000) remains in hand. Even if the sum of 252,000,000 roubles (£25,200,000) estimated by the special committee were to be spent by February 14 next there would still remain a balance of 46,000,000 roubles (£4,600,000) to carry forward for the expenditure of the year 1905. The estimate is made on the assumption that the war will last all next year and will cost 600,000,000 roubles (£60,000,000), less the 46,000,000 roubles in hand. It is not proposed to touch the stock of bullion in the Imperial Bank and the Treasury in providing for this estimated expenditure, nor will the Government have recourse to a fresh issue of notes notwithstanding the fact that it is fully entitled to do so. A loan was the only alternative. There had been purporters with German bankers, but the proposals of French bankers were more numerous. Nothing had, however, been decided, and the Russian authorities did not wish to take any decisive action before the end of the year. They did not need any money before the beginning of next year. In reply to M. Dru's question whether the approaching loan would include the funds necessary for the new programme of naval construction and for the projected second line on the Trans-Siberian Railway, his interlocutor said he was not acquainted with the new naval programme, and did not believe it could be carried into execution during the war. The Budget of 1905, for the second Trans-Siberian line, that was all.

As to the anxiety felt abroad respecting the economic situation of Russia, it was disposed of by the statistics of Russian foreign trade. From January to November, 1904, the exports were 742,000,000 roubles (£74,200,000) and the imports 800,460,000 roubles (£80,046,000), leaving a balance of 274,000,000 roubles (£27,400,000) in favour of Russia. The results thus far justify the supposition that the balance in favour of Russia for the current year will be about equal to that of last year—namely, 348,000,000 roubles (£34,800,000). In spite of the war, which had caused considerable disturbance in the industrial centres, "our economic situation is extremely satisfactory." We are far from being reduced to the necessity of borrowing or of resorting to our stock of bullion in order to pay the interest on our foreign loans. Indeed, our stock of gold is sufficient, after deducting the amount needed to cover our foreign circulation, to pay the interest on our foreign loans for nearly three years.

JOINT STOCK SHARES.

Messrs. Vernon & Smith say in their weekly share report, dated Hongkong, 2nd February. Owing to the Chinese New Year holidays our report in this week issued a day earlier than usual. During the interval under review, business has continued somewhat dull, but at the close there is a decidedly better feeling apparent, and in some instances improved quotation have been established.

BAKERS.—Hongkong and Shanghai have ruled steadily with small sales at \$7.20. London now quotes 475. Nationals are unchanged and without business.

MARINE INSURANCES.—Unions are quiet with small sales at \$7.00. China Traders have been placed at \$58. Yangtzes have improved to \$100, and Cantons to \$255, both closing in request. North Chinas are still in the market at 115 05.

FIRE INSURANCES.—Chinas have improved to \$95, and Hongkong have again been booked at \$340 cash, the latter being still procurable at the rate. SHIPPING.—Hongkong, Canton and Macao have closed off at 220 sellers, owing to the announcement of a reduction in the dividend for the last year to \$1 per share instead of \$1 1/2 as paid formerly, and our market closed weak at this quotation. Indo-Chinas have been booked at \$123 and \$123 1/2, and close firmer with buyers at \$124. Shells have been booked at 22 1/2, and more shares are procurable at this figure. China and Manila, Douglas and Star Ferries are unchanged.

REFINERIES.—China Sagamiro firmer with buyers at \$220 cash, forward business has been done for April at \$225 and \$230, and for September at \$245, more shares being wanted at the latter quotations. Luxons have improved to \$225 with sales and further buyers.

MINING.—No business has transpired under this heading.

DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Docks, after sales at \$205, dropped to \$207, but are again agreed with buyers at \$208. Hongkong Wharves have been booked at \$194 (old) and \$102 (new), and more shares are procurable at these rates. New Amoy Docks continue on offer at \$27. Farquhar has moved to No. 153 with local buyers.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Lands have declined to \$134 ex the dividend of \$8 per share for the last year ending 31st December, 1904, paid on the 3rd ultimo. Kowloon Lands and West Point are quiet, but steady at \$37 and \$57 1/2 ex dividend respectively. Hongkong Hotels are reported to have been booked at \$141. Humphreys' Estates have improved to \$13 and \$12 1/2 for the old and new issues respectively. Shanghai Lands are unchanged at 115 1/2.

COTTON MILLS.—Quotations are unchanged and no business is reported in this section.

MISCELLANEOUS.—China Borneas have declined to \$15 sellers, and Green Island Cements to \$28 1/2 sellers. Fireworks have dropped to \$43 sellers, and China Light and Powers to \$34 sellers. Teas have been booked at \$255, and Ropes at \$155, the latter closing with further sales. Electric lights continue in request at \$15 and \$9 for the old and new issues respectively, and Steel Lamps at \$7 and \$4.

MEMOS.—Humphreys' Estate and Finance Co., Ltd., ordinary yearly meeting on the 10th February, transfer books closed on the 1st instant. Hongkong, Canton and Macao Steamboat Co., Ltd., ordinary half-yearly meeting on the 14th instant, transfer books closed on the 31st ultimo. Hongkong and Whampoa Dock Co., Ltd., ordinary yearly meeting on the 20th instant, transfer books close on the 4th to the 20th instant, inclusive. Hongkong Ice Co., Ltd., ordinary yearly meeting on the 13th instant, transfer books close on the 3rd to the 13th instant, inclusive. Hongkong and Shanghai Banking Corporation half-yearly meeting on the 18th instant, transfer books close on the 4th to the 18th instant, inclusive.

BOARD AND RESIDENCE

PENSION FRANCAISE AND RESTAURANT. 49, POTTINGER STREET, TENUE PAR MME. I. GUIOU.

FIRST-CLASS COOKING BY A FRENCH COOK. Terms: \$3.50 per day. Reduced Terms for an Extended Stay. Hongkong, 13th January, 1905. [231]

"TANG YUEN."

BOARDING ESTABLISHMENT. European Supervision. Excellent Cuisine and Accommodation. Apply—MANAGERESS, Macdonnell Road Hongkong, 2nd March, 1903. [51]

BOARD AND RESIDENCE

MRS. GILLANDERS "GLENWOOD," 27, CAINE ROAD. Hongkong, 19th March, 1904. [2265]

BOARD AND RESIDENCE

COMFORTABLY FURNISHED ROOMS, with Board. Apply to Mrs. MATHER, 2, Fodder Hill. Hongkong, 1st January, 1902.

MAP OF THE SHIKANG or WEST RIVER

From HONGKONG to WUCHOW, Showing the Ports and Calling Places. Opened for Foreign Trade, 1897. Published at Daily Press Office. Price 25 Cents, Cash. Hongkong, 1st April, 1897.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LD. I have now 40,000 Cobs foot of Co. Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday, excepted to receive and deliver perishable goods. Wm. PALLANE, Manager. Hongkong, 18th January, 1901. [35]

IF YOU SUFFER

FROM HEADACHES, FLATULENCY, PALPITATION, INSOMNIA, INDIGESTION, LANGOUR, BILIOUSNESS, ACIDITY, LOSS OF APPETITE, OR CONSTIPATION.

A course of MOTHER'S SEIGEL'S SYRUP will quickly set you right. It is a highly concentrated, non-toxic, and perfectly safe remedy, having a specific action on the stomach, liver, and kidneys. It promotes healthy digestion and excretion, cures all impurities from the system, enriches the blood, and thus imparts health and tone to every part of the body.

MOTHER

SEIGEL'S SYRUP

Thousands of men and women are every year cured of indigestion and other stomach and liver disorders by MOTHER'S SEIGEL'S SYRUP. Their testimony, voluntarily given, affords convincing proof that MOTHER'S SEIGEL'S SYRUP possesses purgative and strengthening properties not found in any other medicine in the world. Mrs. Elizabeth Newman, 50, Wright St., Westwood, ex-Care Town, writing on August 2nd, 1904, says: "I suffered for four years from indigestion and dyspepsia. My bowels never acted regularly and I had to use various medicines and pills, but I always remained in my old state. MOTHER'S SEIGEL'S SYRUP soon gave me relief, and though I am now in perfect health, I am never without a bottle in the house." Thousands confirm her experience that MOTHER'S SEIGEL'S SYRUP does cure indigestion and cures it radically.

WILL CURE YOU.

TAKE IT DAILY AFTER MEALS.

HIRANO WATER.

THE QUEEN OF TABLE WATERS. PURE, SPARKLING, INVIGORATING. THE LEADING MINERAL WATER OF THE EAST. Bottled in Japan by H. E. RENNELL & Co.

Beware of JAPANESE IMITATIONS. F. BLACKHEAD & CO. AGENTS. Hongkong, 31st July, 1903. [363]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out on WEDNESDAY, the 1st February, 1905, towards the entrance to Junk Bay, as under:—

From Swan, at ranges from 2,000 to 6,000 yards, commencing at 9.30 A.M. and finishing at about 11 A.M.

From Pak-shu-wan, at ranges from 600 to 4,000 yards, on conclusion of above, and from Lyman Redoubt, at ranges from 2,000 to 6,000 yards, on conclusion of the practice from Pak-shu-wan.

If the weather is unfavourable on either of the above dates, practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the range. L. BARNES LAWRENCE, Captain, R.N., Harbour Master, &c. Harbour Department, Hongkong, 24th January, 1905. [382]

ENGINEERS AND SHIPBUILDERS.

THIS Old Established Firm especially Cater for Ship and Engine Repairing. The Works may be reached in 10 minutes from Blake Pier by Ricksha or Electric Tram. Launches will call alongside vessels in the harbour flying the Call Flag E. Telephone 163. Hongkong, 2nd January, 1905. [438]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK" NAGASAKI. A.I. A.B.C. Boats' and Engineering Code Used. DOCK No. 1 (at TATEGAMI). Extreme Length... 233 feet. Length on Blocks... 113 " Width of Entrance on Top... 89 " Width of Entrance on Bottom... 77 " Water on Blocks at Spring Tide... 26 1/2 "

DOCK No. 2 (at MUKAIJIMA). Extreme Length... 371 feet. Length on Blocks... 350 " Width of Entrance on Top... 63 " Width of Entrance on Bottom... 63 " Water on Blocks at Spring Tide... 22 " PATENT SLIP (at KOSUGI). Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the latest improvements in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS. THE COMPANY has a SALVAGE STEAMER, 72 TONS GROSS, FITTED WITH POWERFUL SALVAGE PLANT READY AT SHORT NOTICE. 1730

PURE FRESH WATER. THE HONGKONG STEAM WATER-BOAT CO., LD., is prepared to supply ANY QUANTITY OF PURE FRESH WATER to the Shipping, both for Deck and Boilers. Call Flag W. J. W. KEW, Manager. 1st Floor, 37, Connaught Road. Hongkong, 13th June, 1903. [2901]

RUINART PERE & FILS, REIMS. Established 1719. CHAMPAGNE-GROWERS AND SHIPPERS. Ship only the Finest Quality Extra Dry (Green Seal) LAUREN WEGENER & CO., Sole Agents. Hongkong, 18th May, 1903. [21]

FOR SALE. CHINA PONY 131. Quite Sound. May be seen on application at Kennedy's Stables, Causeway Bay. Offers to—Care of Daily Press Office. Hongkong, 30th January, 1905. [340]

NOTICES TO CONSIGNEES

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY. NOTICE TO CONSIGNEES. FROM YOKOHAMA AND KOBE. TIME Company's Steamship.

"CHINA." Having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the undersigned before Noon on the 3rd February, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 3rd February, will be subject to rent. Bills of Lading will be countersigned by SANDER, WHEELER & CO., Agents. Hongkong, 27th January, 1905. [3]

"MOGUL" LINE OF STEAMERS. NOTICE TO CONSIGNEES. FROM GLASGOW AND LIVERPOOL. Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th February, will be subject to rent. All Claims against the Steamer must be presented to the Underwriter on or before the 5th February, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th February, at 3 P.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by J. DOWELL & CO., LD., Agents. Hongkong, 30th January, 1905. [338]

NOTICE TO CONSIGNEES. THE P. & O. S. N. Co.'s Steamer "CHUSAN," FROM BOMBAY, COLOMBO AND SINGAPORE. Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—From London, &c., ex *ss. Moupin*, From Australia, &c., ex *ss. Victoria*, From Persian Gulf, ex *B. I. S. N.* and *B. & P. S. N.* Co.'s steamers. Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M., TO-DAY, the 28th inst. Goods not cleared by the 3rd prox., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns. E. A. HEWETT, Superintendent. Hongkong, 28th January, 1905. [1]

NOTICE TO SHIPPERS. THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice to book cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE as hitherto by the steamers of the NORTHERN PACIFIC S.S. CO., BOSTON STEAMSHIP and TOWNSHIP CO.'S OCEAN S.S. CO., and CHINA MUTUAL S.S. CO. For Further Particulars, apply at the Company's Local Branch Office in Prince's Building, First Floor, Charter Road. A. S. MIHARA, Manager. Hongkong, 20th May, 1904. [6]

ON SALE. BOUND VOLUMES of the HONGKONG WEEKLY PRESS, JANUARY, to JUNE 1904. With Index. Price \$7.50. On sale at the Hongkong Daily Press Office Hongkong, 24th March, 1904.

SHIPPING.

ARRIVALS.
POOHING, British str., 1423, S. Arthur, 2nd Feb., 1905. — Wuhu 25th Jan., Rice.
JARDINE, Matheson & Co.
HONGKONG, French str., 732, A. Suzou, 1st Feb., 1905. — Haiphong, Pakhoi, Hoihow and Kwangchow 31st Jan., General.
A. R. Marly.
FAVANG, British str., 140, Mitchell, 1st Feb., 1905. — Singapore 22nd Jan., Sugar, — Jardine, Matheson & Co.
HUNAN, British str., 2nd Feb., — from Canton.
MONGOTIA, British str., 8750, W. P. S. Porter, 2nd Feb., — San Francisco 28th Dec. and Shanghai 31st Jan., General. — P.M.S.S. Co.
OPLAND, Norwegian str., 2nd Feb., — from Canton.

PENTAKOTA, British str., 229, C. Willis, 2nd Feb., — Singapore 27th Jan., General. — Jardine, Matheson & Co.
RHENANIA, German str., 5416, Bohren, 2nd Feb., — Hamburg and Singapore 28th Jan., General. — Hamburg-Amerika Linie.
SACHSEN, German str., 3118, H. Fyca, 2nd Feb., — Bremen 21st Dec. and 28th Jan., Mails and General. — Melchers & Co.
SAMBA, German str., 3623, H. Ludwig, 2nd Feb., — Singapore 28th Jan., General. — Hamburg-Amerika Linie.

DEPARTURES.

AT THE HARBOR MASTER'S OFFICE.
 2nd Feb., 1905.
Confidante, Italian str., for Esso.
Italian, British str., for Saigon.
Tjalmach, British str., for Saigon.
Tjalmach, British str., for Saigon.

DEPARTURES.

2nd Feb., 1905.
CHILLI, British str., for Saigon.
POOHING, British str., for Canton.
MACBURY, British str., for Singapore.
OSAKA, British str., for Singapore.
PRISM, British str., for London.
UNDA, Norwegian str., for Yokohama.

SHIPPING REPORTS.

The British str. *Poohing* reports: Fine weather throughout.
 The British str. *Poohing* reports: Moderate morning and overcast, continuous snow squalls to Nankai Island from Gulf of Thailand.

VESSELS IN DOCK.

2nd Feb., 1905.
ABERDEEN DOCKS. — *Hellas*, *Katharine Park*, *Diu*, *Holstein*, *Kaufing*, *Kansu*.
COSMOPOLITAN DOCK. — *Chunyang*.

VESSELS ON THE BERTH

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.
JAPAN-CHINA-AUSTRALIA.

FOR BRISBANE AND SYDNEY, VIA NEW GUINEA.
THE Steamship
"PRINZ WALDEMAR,"
 Captain C. Waltemas, will be ready to load for the above ports on the 2nd Feb., 1905.
NORDDEUTSCHER LLOYD.
MELCHERS & CO.
 Agents.
 Hongkong, 11th January, 1905. [231]

FOR SHANGHAI & CHIN-WAN-TAO (Taking Cargo through to 1st Feb.).
THE Steamship
"OPLAND,"
 will be despatched for the above ports TO-DAY, the 3rd Feb., at 4 P.M.
 For Freight or Passage, apply to **SHEWAN, TOMES & CO.**
 Agents.
 Hongkong, 27th January, 1905. [280]

STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT THE MALABAR COAST).
THE Steamship
"SENECA,"
 will be despatched as above TO-DAY, the 3rd inst., at 4 P.M.
 For Freight & further information, apply to **STANDARD OIL COMPANY OF NEW YORK.**
 Oriental Freight Department.
 Hongkong, 30th January, 1905. [343]

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.
FOR AMOY, STRAITS AND RANGOON.
THE Company's Steamship
"PENTAKOTA,"
 Captain C. Willis, will be despatched as above on TUESDAY, the 7th Feb., at Daylight.
 For Freight or Passage, apply to **JARDINE, MATHESON & CO.**
 Agents.
 Hongkong, 31st January, 1905. [354]

FOR SHANGHAI, YOKOHAMA AND KOBE.
THE Steamship
"RHENANIA,"
 Captain Behrens, will be despatched for the above ports on TUESDAY, the 7th Feb., at 5 P.M.
 For Freight or Passage, apply to **HAMBURG-AMERIKA LINIE.**
 Hongkong Office.
 Hongkong, 31st January, 1905. [355]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR ROME AND TRIESTE (DIRECT).
SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUEZ AND PORT SAID.
 (Taking Cargo at through rates to the Brazils, to South Africa, Red Sea, Black Sea, Lorient, Venice and Adriatic Ports).
THE Company's Steamship
"PERSEA,"
 Captain Cagliostro, will be despatched as above on TUESDAY, the 28th inst., at 5 P.M.
 For information as to Passage and Freight, apply to **SANDER, WIELER & CO.**
 Agents.
 Hongkong, 2nd February, 1905. [3]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's Office.
 2. From Harbour Master's Office to Blake Pier.
 3. From Blake Pier to Naval Yard.
 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL.	SIMLA	Brit. str.	1 m.	F. R. Summers	P. & O. S. N. Co.	On 11th inst. at Noon.
AMSTERDAM, LONDON & ANTWERP.	GLAUCUS	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 14th inst.
AMSTERDAM, LONDON & ANTWERP.	IDOMENEUS	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 28th inst.
AMSTERDAM, LONDON & ANTWERP.	STANTON	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 14th Mar.
AMSTERDAM, LONDON & ANTWERP.	ACHILLES	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 28th Mar.
MARSEILLES, LONDON & ANTWERP, &c.	JAVA	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	About 15th inst.
BREMEN, VIA PORTS OF CALL.	EMERSON SIMONS	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 7th inst., at 1 P.M.
ODDESSA	ZETEN	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 15th inst. at Noon.
ODDESSA	ASCADIA	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	Quick despatch.
HAVRE & HAMBURG	ANDALUSIA	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 21st inst.
HAVRE, ANTWERP & HAMBURG	SPEZIA	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 24th inst.
HAVRE & HAMBURG	ALBIA	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 7th Mar.
HAVRE & HAMBURG	SAMBA	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 21st Mar.
HAVRE & HAMBURG	KORFANTIA	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 4th April.
GENOA, MARSEILLES & LIVERPOOL	SUEVIA	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 20th Mar.
NEW YORK, VIA PORTS & SUEZ CANAL.	PARCULUS	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 20th Mar.
NEW YORK, VIA PORTS & SUEZ CANAL.	SERENA	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	To-day, at 4 P.M.
NEW YORK, VIA PORTS & SUEZ CANAL.	RAS LISA	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 8th inst., at 4 P.M.
NEW YORK, VIA PORTS & SUEZ CANAL.	SATSUMA	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	About 15th inst.
NEW YORK, VIA PORTS & SUEZ CANAL.	NUBIA	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	Quick despatch.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF INDIA	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 15th Mar.
VANCOUVER, VIA SHANGHAI, &c.	ATHELAN	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	To-day.
VICTORIA (B.C.) & TACOMA VIA JAPAN.	LYRA	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 6th Mar.
VICTORIA (B.C.) & TACOMA VIA JAPAN.	PINGBURY	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 13th inst. at Daylight.
PORTLAND, OREGON	ANANIA	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 14th inst.
AUSTRALIAN PORTS	TANIAN	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 14th inst. at Noon.
TRIESTE, &c. VIA SINGAPORE, &c.	EMPIRE	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 25th inst. P.M.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	PHENIA	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	About 15th inst.
KOBE	JAPAN	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	To-day, at 3 P.M.
BRISBANE & SYDNEY, VIA NEW GUINEA	HINSANG	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	Quick despatch.
TIEN-TSIN	PRINZ WALDEMAR	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 28th inst.
SHANGHAI & CHIN-WAN-TAO	CHILLI	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	To-day, at 4 P.M.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	OPLAND	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	Quick despatch.
SHANGHAI	YORAN	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	To-morrow, at Daylight.
SHANGHAI	KWONGSANG	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	About 6th inst.
SHANGHAI, YOKOHAMA & KOBE	YOKOHAMA	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 7th inst. at 5 P.M.
SHANGHAI	HUPHER	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	About 11th inst.
SHANGHAI	RHENANIA	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	To-day.
SHANGHAI	BENGA	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 7th inst. at Daylight.
NINGPO & SHANGHAI	HUNAN	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 15th inst. at Daylight.
AMOI, STRAITS & RANGOON	PENTAKOTA	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 5th inst. at Daylight.
FOOCHOW, VIA SWATOW & AMOY	PRINZ REGENT LUTPOLD	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 12th inst. at Daylight.
TAMUI, VIA SWATOW & AMOY	PRINZ HEINRICH	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 8th inst. at Daylight.
TAMUI, VIA SWATOW & AMOY	PRINZ EITEL FRIEDRICH	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	To-day, at 4 P.M.
AMOI, VIA SWATOW & AMOY	PRINZ EITEL FRIEDRICH	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 15th inst.
SWATOW	ROON	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	To-day, at 3 P.M.
CEBU & LOILO	BAYEN	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	To-day, at 3 P.M.
MANILA	ZETEN	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 11th inst. at 10 A.M.
MANILA	SACHSEN	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	About 14th Mar.
MANILA	GNEISENAU	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 9th inst. at 3 P.M.
MANILA	SCHARNHORST	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 11th inst. at 3 P.M.
MANILA	PERUSSEN	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 15th inst. at Noon.
MANILA	PRINZ EITEL FRIEDRICH	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	Quick despatch.
SINGAPORE, PENANG & CALCUTTA	YOKOHAMA	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	
SINGAPORE & SOUTHERN BAY	YOKOHAMA	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	
BOMBAY VIA SINGAPORE & PENANG	YOKOHAMA	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	
JAVA PORTS	YOKOHAMA	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STREAMERS	TO SAIL	REMARKS.
LONDON, &c.	SIMLA	Noon, 11th Feb.	See Special Advertisement.
SHANGHAI	BENGA	About 11th Feb.	Freight and Passage.
YOKOHAMA VIA SHANGHAI, MOJI & KOBE	JAPAN	About 12th Feb.	Freight and Passage.
MARSEILLES, LONDON & ANTWERP DIRECT VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	JAVA	About 15th Feb.	Freight and Passage.

For further Particulars, apply to **E. A. HEWITT**, Superintendent.

Hongkong, 27th January, 1905. [1]

IMPERIAL GERMAN MAIL LINE.

STEAMERS	WEDNESDAY	15th February
ZIETEN	1st March	
SACHSEN	15th March	
PRINZESS ALICE	29th March	
PRINZ REGENT LUTPOLD	12th April	
PRINZ HEINRICH	26th April	
PRINZ EITEL FRIEDRICH	10th May	
PREUSSEN	24th May	
ROON	7th June	
BAYEN	21st June	
ZIETEN	5th July	
SACHSEN	19th July	
GNEISENAU	2nd August	
SCHARNHORST	16th August	
PERUSSEN	30th August	
PRINZ EITEL FRIEDRICH		

N.E.—Cargo can be taken on THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS	WEDNESDAY	15th February
ZIETEN	1st March	
SACHSEN	15th March	
PRINZESS ALICE	29th March	
PRINZ REGENT LUTPOLD	12th April	
PRINZ HEINRICH	26th April	
PRINZ EITEL FRIEDRICH	10th May	
PREUSSEN	24th May	
ROON	7th June	
BAYEN	21st June	
ZIETEN	5th July	
SACHSEN	19th July	
GNEISENAU	2nd August	
SCHARNHORST	16th August	
PERUSSEN	30th August	
PRINZ EITEL FRIEDRICH		

ON WEDNESDAY, the 15th day of FEBRUARY, 1905, at Noon, the Steamship "ZIETEN," Capt. F. von Binger, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till NOON on MONDAY, the 13th February. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 14th February, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 14th February. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels must not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardess. Linen can be washed on board.

For further Particulars, apply to **MELCHERS & CO., AGENTS.**

Hongkong, 19th January, 1905. [5]

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.

STEAMERS	WEDNESDAY	15th February
S.S. "LOTHIAN"	1st March	
S.S. "ROFALA"	15th March	
S.S. "INDRAHAMA"	29th March	
S.S. "INDRAVELLI"	12th April	
S.S. "COURTFIELD"	26th April	
S.S. "SWANLEY"	10th May	
S.S. "CRANLEY"	24th May	
S.S. "KIBAL"	7th June	
S.S. "ASCOT"	21st June	
S.S. "INKUM"	5th July	
S.S. "SIKH"	19th July	
S.S. "SEALDA"	2nd August	

For Freight, apply to **GIBB, LIVINGSTON & CO., AGENTS.**

Hongkong, 30th December, 1904. [19]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG TO SHANGHAI, TIENTSIN, AND OTHER PORTS IN CHINA.

STEAMSHIP	TONS	CAPTAIN	TO SAIL AT DAYLIGHT ON
"ARABIA"	4,431	Bahia	February 13th, 1905.
"ARAGONIA"	5,198	Schuldt	March 5th, 1905.
"NICOMEDIA"	4,370	Wagner	March 19th, 1905.
"NUMANTIA"	4,370	Brehmer	April 2nd, 1905.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 24th January, 1905. [3]

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
LYRA	4,417	G. V. Williams	Friday, February 3rd
HYADES	3,753	Geo. Wright	Wednesday, February 15th
PLEIADES	3,753	F. G. Partridge	Wednesday, March 15th
SHAWMUT	3,606	W. M. Smith	Friday, March 24th

↓ Cargo only.

FOR MANILA.

The largest, steepest, and most comfortable steamers for Manila.

S.S. SHAWMUT, 3,606 tons. W. M. Smith. About 14th March.
 S.S. TREMONT, 3,606 tons. T. W. Garlick. About 14th April.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw S.S. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan, in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to **DODWELL & CO., LIMITED, GENERAL AGENTS.**

QUEEN'S BUILDINGS. Hongkong, 24th January, 1905. [7]

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER-DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the

LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

SAMBIA	HAVRE and HAMBURG	On 7th Mar.	Freight.
Capt. Luning	(Calling at Singapore, Penang and Colombo)		
* RHENANIA	HAVRE and HAMBURG	On 21st Mar.	Freight & Passengers.
Capt. Behrens	(Calling at Singapore, Penang and Colombo)		
	and Agents for Passengers.		
SUEVIA	HAVRE and HAMBURG	On 4th April.	Freight.
Capt. Knaissl	(Calling at Singapore, Penang and Colombo)		
ARCADIA	ODessa		
Capt. Förek	with transhipment at Singapore to sail from Singapore about	middle of Feb.	Freight.

OCEAN STEAM SHIP CO., LD.

CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL.	"STENTOR"	On 6th February.
GLASGOW AND LIVERPOOL.	"PATROCLUS"	On 14th February.
GLASGOW AND LIVERPOOL.	"ACHILLES"	On 21st February.
GLASGOW AND LIVERPOOL.	"ANTENOR"	On 28th February.
GLASGOW AND LIVERPOOL.	"OPACK"	On 5th March.
GLASGOW AND LIVERPOOL.	"PINGUEY"	On 12th March.
GLASGOW AND LIVERPOOL.	"ULYSSES"	On 19th March.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON and ANTWERP.	"GLAUCUS"	On 14th February.
GENOA, MARSEILLES and LIVERPOOL.	"AJAX"	On 20th February.
AMSTERDAM, LONDON and ANTWERP.	"IDOMENEUS"	On 28th February.
AMSTERDAM, LONDON and ANTWERP.	"STENTOR"	On 14th March.
GENOA, MARSEILLES and LIVERPOOL.	"PATROCLUS"	On 20th March.
AMSTERDAM, LONDON and ANTWERP.	"ACHILLES"	On 28th March.

TRANS-PACIFIC SERVICE.
FOR VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE, AND YOKOHAMA.
For Freight, apply to—
BUTTERFIELD & SWIRE, AGENTS.
[9-10]
Hongkong, 25th January, 1905.

CHINA NAVIGATION CO. LIMITED.

FROM	STEAMERS	TO SAIL
NINGPO and SHANGHAI.	"HUNAN"	On 3rd February.
SHANGHAI.	"HUPEH"	On 9th February.
MANILA.	"TEAN"	On 16th February.
CEBU and ILOILO.	"KANSU"	On 16th February.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"TSINAN"	On 14th February.
TIENTSIN.	"CHIHLI"	On 28th February.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.
+ Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
+ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE, AGENTS.
[11]
Hongkong, 3rd February, 1905.

OSAKA SHOSHEN KAISHA

REGULAR STEAM-SHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FROM	STEAMERS	LEAVING
TAMSAI, VIA SWATOW AND AMOY.	"M. STRUVE"	SUNDAY, 5th Feb., at Daylight.
ANPING, VIA SWATOW AND AMOY.	"B. BJORNSEN"	WEDNESDAY, 8th Feb., at Daylight.
TAMSAI, VIA SWATOW AND AMOY.	"C. OLSEN"	SUNDAY, 12th Feb., at Daylight.
FOOCHOW, VIA SWATOW AND AMOY.	"H. A. HARRALDEN"	WEDNESDAY, 15th Feb., at Daylight.
	"TRIUMPH"	at Daylight.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.
For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8 Des Vaux Road Central.
T. ARIMA, Manager.
[14]
Hongkong, 28th January, 1905.

HONGKONG-MANILA.

Highest Class, newest, fastest and most anxious Steamers between Hongkong and Manila. Saloon midships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila	Fri., 3rd Feb., 3 P.M.
RUBI	2540	R. W. Almond	Manila	Sat., 11th Feb., 10 A.M.

For Freight or Passage apply to—
SHEWAN, TOMES & CO., GENERAL MANAGERS.
[16]
Hongkong, 30th January, 1905.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

FROM	STEAMERS	TO SAIL
MANILA	"YUENANG"	Fri., 3rd Feb., 3 P.M.
KOBE	"HINSANG"	Fri., 3rd Feb., 3 P.M.
SHANGHAI	"KWONGSANG"	Sat., 4th Feb., D'light.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Thurs., 9th Feb., 3 P.M.
SINGAPORE and SOERABAYA	"FAUSANG"	Sat., 11th Feb., 3 P.M.

These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
+ Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.
For Freight or Passage, apply to—
JARDINE, MATHESON & CO., GENERAL MANAGERS.
[18]
Hongkong, 3rd February, 1905.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).		
R.M.S. "EMPERESS OF INDIA"	6,000 Tons	WEDNESDAY, 8th Feb.
R.M.S. "EMPERESS OF JAPAN"	6,000 Tons	WEDNESDAY, 8th Mar.
R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 15th Mar.
R.M.S. "EMPERESS OF CHINA"	6,000 Tons	WEDNESDAY, 29th Mar.
R.M.S. "EMPERESS OF INDIA"	6,000 Tons	WEDNESDAY, 19th April.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at Intermediate rates, affording superior accommodation for that class.
Passengers Booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese or Japanese Governments.
For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to—
D. W. CRADDOCK, Acting General Agent,
8, Pall Mall Street.
[6]

JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS.	JAVA PORTS	First half of March	JAPAN via SHANGHAI	First half of March
TJILATJAP.	JAPAN	Second half of February	JAVA PORTS	Second half of February
TJIMAH.	JAPAN	First half of March	JAVA PORTS	First half of March

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.
For Particulars of Freight and Passage, apply to the
HEAD AGENCY OF THE
JAVA-CHINA-JAPAN LIJN.
Telephone No. 375.
[16]
Alexandra Buildings, 3rd Floor.
Hongkong, 3rd February, 1905.

COMPAGNIE DES MESSAGERIES MARITIMES. FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.
THE Steamship
"ERNEST SIMONS,"
Captain Bordou, will be despatched for MARSEILLES, TUESDAY, the 7th February, 1905, at 1 P.M.
Passage tickets and through Bills of Lading issued for above ports.
Cargo also booked for principal places in Europe.
Next sailings will be as follows:
S.S. "POLYNESIE" ... 21st February.
S.S. "CALEDONIE" ... 7th March.
S.S. "COBANEN" ... 21st March.
L. BRIDOU, Acting Agent.
[2]
Hongkong, 28th January, 1905.

NAVIGAZIONE GENERALE ITALIANA. (Florio and Rubiniato United Companies.)
STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.
Having connection with Company's Mail Steamers to ADEEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEOHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.
(Taking Cargo at through rates to PESHAWAR, GULF and BAGDAD, also BAHCHORA, VALENZA, ALICANTE, ALMERIA and MALAGA.)
THE Steamship
"CAPRI,"
Captain Belsito, will be despatched as above on MONDAY, the 13th February, at Noon.
At Bombay the Steamer is discharging in Victoria Dock.
For further particulars regarding Freight and Passage, apply to—
CARLOWITZ & CO., Agents.
[4]
Hongkong, 1st February, 1905.

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Hongkong, 1st February, 1905.

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THE PROVINCE OF SHANTUNG. ITS TRADE, POPULATION AND FUTURE PROSPECTS.
BY M. O'S.
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Hongkong, 31st January, 1905.

AGINCOURT, British str., 2,376, H. T. Worsnop, Hainan Island 1st Oct.—Gibson & Co.
ANDRE RICKMANS, German str., 1,920, H. Kohn, 31st Jan.—Bangkok 28th Jan., Rice and Wood.—Butterfield & Swire.
AEDOVA, British str., 2,271, W. L. Smith, 29th Jan.—Mojito 23rd Jan., Coal.—Mitani Bussan Kaisha.
BJORNSTERN BJORNSEN, Norw. str., 736, C. Olsen, 24th Jan.—Sourabaya 14th Jan., General.—Aagaard, Thorsen & Co.
BVENA, Austrian str., 1,974, N. Valentin, 9th Jan.—Cardiff 10th Jan., Coal.—Order.
CEBU, Agr. str., 647, Antonio Pechugari, 31st Jan.—Manila 28th Jan., General.—Order.
CHUNSAVO, British str., 1,412, R. Cox, 1st February.—Swatow 31st Jan., General.—Jardine, Matheson & Co.
CONFIDENZA, Italian str., 1,598, R. Loico, 16th January.—Cardiff 19th Nov., Carbone.—Java-China-Japan Lijn.
DEVONSHIRE, German str., 1,057, G. Goben, 11th Jan.—Bangkok 6th Jan., Rice and Meal.—Norddeutscher Lloyd.
EASBY ABER, British str., 1,780, R. Pridmore, 30th Jan.—Colombo 13th Jan., Coal.—Order.
EIGER, Norwegian str., 880, Chr. Rafter, 1st February.—Chinkiang 31st Jan., Rice.—Order.
EMPERESS OF INDIA, British str., 3,032, O. P. Marshall, 14th Jan.—18th January.—Vancouver 26th December, Mails and General.—C. P. R. Co.
FOBBERT HALL, British ship, 1,991, P. A. Logas, 14th Jan.—New York 7th August.—Petroleum.—Standard Oil Co.
FRI, Norwegian str., 850, W. G. Andersen, 17th Jan.—Jamaica 6th Jan., Sugar, Groundnuts, &c.—Order.
FRUITJOE, Norwegian str., 891, Haraldsen, 25th Jan.—Tamsui, Amoy and Swatow 24th Jan., General.—Osaka Shosen Kaisha.
HAITAN, British str., 1,183, Roach, 22nd Jan.—Foohow 19th, Amoy 20th and Swatow 21st Jan., General.—Douglas Laing & Co.
HARBARON, British str., 2,101, Duncombe, 24th Jan.—Cardiff 1st Dec., Coal.—Order.
HIBRANO, British str., 1,536, W. E. Saver, 28th January.—Hongay 23th Jan., Coal.—Jardine, Matheson & Co.
HOGNSTEIN, German str., 1,275, H. Hamer, 18th Jan.—Sourabaya 7th Jan., Sugar.—Lauts, Wegener & Co.
HUB, French str., 705, G. Linaas, 27th Nov.—Hankow and Ports 26th Nov., General.—R. Marly.
HUNAN, British str., 1,143, Miller, 30th Jan.—Shanghai 26th Jan., General.—Butterfield & Swire.
HUPPE, British str., 1,204, Mathias, 31st Jan.—Wuhu 26th January, General.—Butterfield & Swire.
INDRAVELLI, British str., 3,125, S. Cullington, 28th Nov.—Shanghai 24th Nov.—Jardine, Matheson & Co.
JUNO, American str., 742, R. M. de la Sala, 28th Jan.—Kobe 17th Jan. and Mojito 20th, Coal.—G. C. Moron.
KAIFONG, British str., 1,024, E. Finlayson, 27th Jan.—D'loilo 23rd January, General.—Butterfield & Swire.
KALITA, British str., 3,449, F. Walker, 10th Jan.—Kutchinotzu 5th Jan., Coal.—Bradley & Co.
KATHARINE PARK, British str., 3,075, W. H. Copp, 12th Jan.—Sasabo (Japan) 5th Jan., Light.—Gibb, Livingston & Co.
KOSIOHANG, German str., 1,294, O. Gorawisch, 26th Jan.—Bangkok 19th Jan., General.—Butterfield & Swire.
KWANGKOW, Chinese str., 1,505, R. Lino, 31st January.—Shanghai 23th January, General.—Chines.
KWANGSE, British str., 1,201, Stott, 1st Feb.—Wuhu 26th Jan., General.—Butterfield & Swire.
KWONGKANG, British str., 1,423, W. P. Baker, 25th Jan.—Shanghai 25th Jan., General.—Jardine, Matheson & Co.
LYEHOON, German str., 1,238, Th. Lohmann, 26th Jan.—Shanghai 26th Jan., General.—Siemssen & Co.
LYRA, German str., 3,516, Geo. V. Williams, 31st Jan.—Manila 29th January.—Dodwell & Co.

KUMSANG, British str., 2,077, E. J. Butler, 29th Jan.—Calcutta 14th Jan., Penang 20th and Singapore 24th, General.—Jardine, Matheson & Co.
MACQUARIE, British str., 2,440, St. John George, 14th Jan.—Mojito 9th Jan., Coal.—Gibb, Livingston & Co.
MEERVOO, Chinese str., 1,321, J. Whitlaw, 29th Jan.—Shanghai 25th Jan., General.—Chines.
M. E. RUVE, German str., 966, P. Brandt, 1st February.—Tamsui, Amoy and Swatow 24th Jan., General.—Osaka Shosen Kaisha.
OSCAR II, Norwegian str., 2,000, R. Olsen, 16th Jan.—Kutchinotzu 10th Jan., Coal.—M. B. Kaisha.
PAKING, British str., 2,875, Rodway, 1st Feb.—Singapore 26th Jan., General.—Butterfield & Swire.
POSCMAN, German str., 2,164, Limcke, 26th Jan.—Mojito 21st Jan., Coal.—Jebson & Co.
POWDERHAM, British str., 1,497, A. B. Toms, 9th Jan.—from Bangkok, Coal.—Order.
PRINZ WALDEMAR, German str., 3,227, C. Wettmann, 1st Feb.—Yokohama, Kobe via Mojito 25th Jan., General.—Melchers & Co.
PROGRESS, German str., 832, F. Bromer, 16th Jan.—Chefoo 12th Jan., General.—Siemssen & Co.
SCOTSMAN, British str., 1,685, Mackenzie, 29th Jan.—Saigon 24th Jan., Rice.—Dodwell & Co.
SENKA, British str., 3,171, W. Grimes, 1st February.—Shanghai 29th Jan., General.—Standard Oil Co.
SIXE, British str., 3,216, Rowley James, 12th Jan.—Durban 18th December.—Gibb, Livingston & Co.
SOWALDER, British str., 1,232, Robert Dean, 28th Jan.—Mojito 23rd Jan., Coal.—Order.
TELEMACUS, British str., 1,540, J. Williamson, 28th Jan.—Saigon 23rd Jan., Rice and Meal.—Chines.
TUMAH, Dutch str., 6,000, N. W. Jurriaans, 28th Jan.—Macassar 31st Dec., General.—Java-China-Japan Lijn.
TYR, Norwegian str., 1,861, Danielson, 25th Jan.—Tunkin 24th January, Coal.—Shewan, Tomes & Co.
WAISHING, British str., 1,170, M. Courtney, 29th Jan.—Wuhu 25th January, Rice.—Jardine, Matheson & Co.
YUENANG, British str., 1,128, P. H. Rolfe, 21st Jan.—Manila and Amoy 20th Jan., General.—Jardine, Matheson & Co.
ZAFIRO, British str., 1,811, R. Rodger, 30th Jan.—Manila 28th January, General.—Shewan, Tomes & Co.
SAILING SHIPS.
Geo. T. HAY, British ship, 2,000, E. Spicer, 20th Dec.—Cebu 26th Nov., Ballest.—Arnold, Karberg & Co.
PRINCE ROBERT, Norwegian 4-m. lugger, 2,655, Hansen, 22nd Nov.—New York 9th July, Petroleum.—Standard Oil Co.
BRITISH WARSHIPS.
ALACRITY, British despatch-vessel, 1,700, Comdr. R. M. Harbord.
ALBION, H.M. battleship, 12,850, Fremantle.
ALGERINE, British sloop, 1,050, Rowland Nugent.
BRITONNET, British gunboat, 710, Com. T. D. Frut.
CHERRY, water tank and tug.
GLOXY, British battleship, 13,000, Hon. W. G. Stopford.
HANDY, torpedo boat destroyer, Lieut. E. H. Jellicoe.
FRENCH, British sloop, 1,050, John Nicholas.
RAMBLER, British surveying ship, 835, Moore.
ROSARIO, British sloop, 300, Vivian.
TAR, British destroyer, 250, Crumford.
TAMAR, receiving ship, Commodore C. G. Dicken.
TWEED, British gunboat, 362, R. H. Keate.
VIRAGO, torpedo boat destroyer.
WATERWITCH, British surveying ship, 690, Comdr. J. C. Hardy.
FOREIGN WARSHIPS.
ADAMANTOR, Portuguese ship, 1,930, Ribeiro.
CALLAO, U.S. gunboat, 235, Lieut. Diamaker.
KAISERIN ELISABETH, Austrian cruiser, 4,000, Miri Franz.
LUCHA, German gunboat, 850, Kroencke.
SPREER, German gunboat, Capt. Oze.
HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.
ALACRITY, despatch-boat, 1,700 tons, 10 s.p., 3,000 h.p., Com. R. M. Harbord, Hongkong.
Albion battleship, 12,850 tons, 16 guns, Capt. Fremantle, Hongkong.
Algerine, sloop, in reserve, Hongkong.
Amphitrite, lat. class cruiser, 11,000 tons, 13,000 h.p., Capt. Charles Windham, C.V.O., Weihaiwei.
Andromeda, cruiser, 12,500 tons, Capt. Nelson.
Ommanney, Mire Bay.
Astraea, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Captain Lionel G. Tufnell.
Mire Bay.
Bramble, gunboat, in reserve, Hongkong.
Britomart, gunboat, in reserve, Hongkong.
Centurion, battleship, 10,550 tons, Capt. Fegen.
Mire Bay.
Fame, torpedo-boat destroyer, 360 tons, 6 guns, 5,700 h.p., Lieut. Comdr. C. Aaser, Hongkong.
Glory, battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. Hon. W. G. Stopford, Hongkong.
Handy, torpedo-boat destroyer, 200 tons, 6 guns, 4,000 h.p., in reserve.
Hart, torpedo-boat destroyer, 200 tons, 6 guns, 4,000 h.p., Hongkong.
Hogue, cru. cor., 12,000 tons, Captain Shortland, Mire Bay.
Humber, storeship, 1,640 tons, Comdr. P. M. Binslow, en route Weihaiwei.
Iphigonia, 2nd class cruiser, 3,900 tons, Capt. Fawcett, Mire Bay.
Janus, torpedo-boat destroyer, 230 tons, 6 guns, 3,900 h.p., Lieut. Comdr. J. A. Gregory, Hongkong.
Kinsh, river gunboat, 341 tons, Lieut. Comdr. Christopher P. Metcalf, en Yangtze.
Moorcha, river gunboat, 180 tons, 2 guns, Lieut. Comdr. P. B. Noble, Hongkong.
Ocean, battleship, 12,950 tons, 16 guns, 13,500 h.p., Captain Greet, C.M.G., Mire Bay.
Otter, torpedo-boat destroyer, 350 tons, in reserve.
Phaenix, sloop, in reserve, Hongkong.
Rambler, surveying ship, 835 tons, Comdr. Chas. E. Moore, Hongkong.
Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Vaughan, West River.
Rosario, sloop, in reserve, Hongkong.
Sandsiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. H. T. Aley, West River.
Sirius, 2nd class cruiser, 3,500 tons, Capt. C. H. H. Moore, Shanghai.
Spina, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Ernest W. G. Davidson, en Yangtze.
Sutlej, lat. class cruiser, 12,000 tons, 21,000 i.h.p., Capt. Wm. L. Grant, Mire Bay.
Taku, torpedo-boat destroyer, 250 tons, 6 guns, 5,600 h.p., Hongkong.
Tamar, receiving ship, 4,800 tons, 6 guns, Commodore O. G. Pluken, at Hongkong.
Teal, river gunboat, 180 tons, 2 guns, Lieut. Comdr. E. P. B. Daguerre, en Yangtze.
Thetis, cruiser, 3,400 tons, Capt. J. C. A. Wilkinson, Singapore.
Tweed, gunboat, in reserve, Hongkong.
Vengeance, battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. L. C. Sturt, C.M.G., Mire Bay.
Vingo, torpedo-boat destroyer, 300 tons, in reserve.
Waterwitch, surveying ship, 690 tons, 450 i.h.p., Comdr. E. C. Hardy, Hongkong.
Whiting, torpedo-boat destroyer, 380 tons, 6 guns, 5,900 h.p., Lieut. Comdr. Wells, Hongkong.
Wivron, coast defence ship, armoured, 2,570 tons, 1,000 h.p., in reserve, Hongkong.
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. Huga Somerville, Yangtze.

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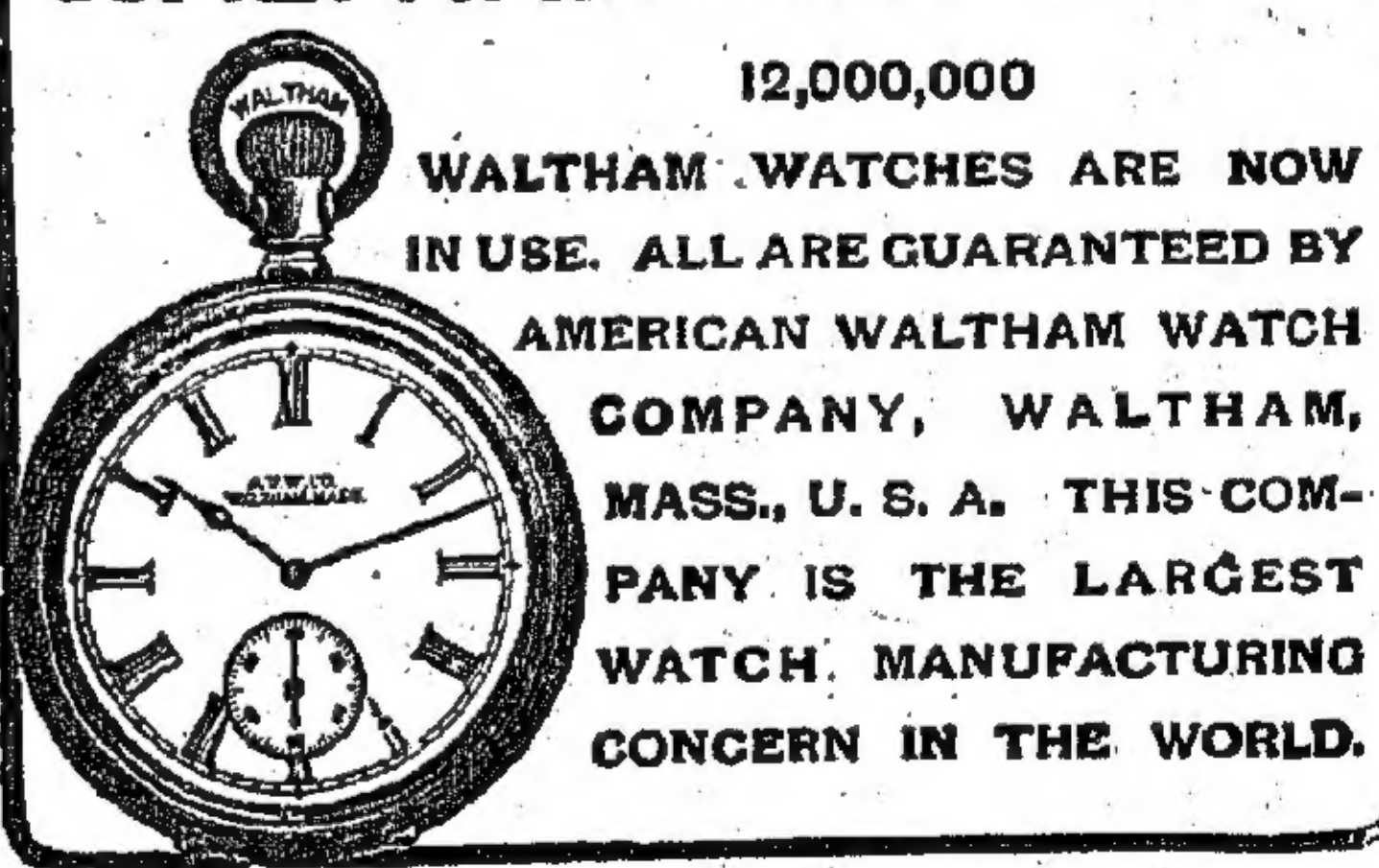
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